2003

Virginia Department of Transportation Daily Traffic Volume Estimates Including Vehicle Classification Estimates

where available

Jurisdiction Report

36

Gloucester County

Prepared By

Virginia Department of Transportation Mobility Management Division

In Cooperation With

U.S. Department of Transportation Federal Highway Administration

Virginia Department of Transportation Mobility Management Division Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes" includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled "Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99".

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people at VDOT Mobility Management's Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

Publication Notes

Parallel Roads

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a "Combined Traffic Estimates for Parallel Roadways on this Route" or "Combined Traffic" identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate "NA" for not available.

VDOT's traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating "NA" for not available. It is the intention of the VDOT's Mobility Management Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate "NA" for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

Glossary of Terms:

Route: The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

Length: Length of the traffic segment in miles.

AADT: Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

4Tire: Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

Bus: Percentage of the traffic volume made up of busses.

2Axle Truck: Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

3+Axle Truck: Percentage of the traffic volume made up of single unit trucks with three or more axles

1Trail Truck: Percentage of the traffic volume made up of units with a single trailer.

2Trail Truck: Percentage of the traffic volume made up of units with more than one trailer.

QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

K Factor: The estimate of the portion of the traffic volume traveling during the peak hour or design hour.

QK: Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During at least 250 days of Continuous Traffic Data
- B Factor based on other Hour Observed During Less than 250 days of Continuous Traffic Data
- Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of design hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

Dir Factor: The estimate of the portion of the traffic volume traveling in the peak direction during the peak hour..

AAWDT: Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.

QW: Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

Year: Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

Route Shield Legend

Route Systems

North
81 Interstate Route Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.

(29) US Route

7 Virginia State Route

(600) Secondary Route

Special Routes

Bus Bus - Business Route
Bypas - Bypass Route
Truck - Truck Route
ALT ALT - Alternate Route
Wve - Wve Route connector

P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.

The VDOT Maintainenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

					Glou	ucester Mainten	ance Are	a							
Route	Length	AADT	QA	4Tire	Bus	Tı 2Axle 3+Axle	uck 1Trail	2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Gloucester County										. 20101		. 20.01			
3	4.07	13000	F	97%	1%	Mathews County 1% 1%	Line 1%	0%	С	0.091	F	0.655	13000	F	2003
3	2.18	18000	F	From: 97%	1%	36-623 1% 1% S 17 Bus E of Gloud	1%	0%	F	0.091	F	0.640	18000	F	2003
				From:											
14	1.04	3900	F	90%	1%	King & Queen Cour 1% 3%	6%	0%	F	0.088	F	0.648	4000	F	2003
14 (17)	3.73	11000	F	96%	0%	W US 17 Adn 2% 0%	er 1%	0%	F	0.079	F	0.538	12000	F	2003
14 (17)	1.65	12000	F	From: 96%	0%	36-615 2% 0%	1%	0%	F	0.080	F	0.544	13000	F	2003
14 (17)	2.45	14000	F	From: 96%	0%	36-606 Ark 2% 0%	1%	0%	F	0.085	F	0.577	15000	F	2003
Bus				From:		US 17; Bus US	17								
14 (17)	0.56	7300	F	98%	1%	1% 1% 36-1007	0%	0%	С	0.086	F	0.516	7400	F	2003
14 17 Bus	0.71	12000	F	98% To:	1%	1% 1% SR 3	0%	0%	F	0.087	F	0.564	12000	F	2003
(14) (3)	2.18	18000	F	From: 97%	1%	Bus US 17 1% 1%	1%	0%	F	0.091	F	0.640	18000	F	2003
(14) (3)	4.07	13000	F	From: 97%	1%	36-623 1% 1%	1%	0%	С	0.091	F	0.655	13000	F	2003
$\overline{}$				To:		Mathews County	Line								
(17) George Washington Me	1.47	33000	F	97%	0%	York County L 1% 0%	ine 1%	0%	F	0.089	F	0.679	36000	F	2003
~~				From:		36-1208 Roper									
(17) George Washington Me	1.49	33000	A	96%	0%	2% 0% SR 216 Haye	1% s	0%	С	0.100	Α	0.659	34000	A	2003
17	2.92	35000	F	96%	0%	2% 0%	1%	0%	F	0.094	F	0.646	37000	F	2003
	3.12	31000	F	From: 96%	0%	36-636 Ordina 2% 0%	ry 1%	0%	F	0.089	F	0.626	33000	F	2003
17)	5.12	31000	•	30 /0	0 70		1 70	0 70	'	0.003	•	0.020	33000	ı	2003
17)	3.01	28000	F	From: 96%	0%	36-628 2% 0%	1%	0%	F	0.089	F	0.587	30000	F	2003
···	J		-	To		US 17 South of Glo			-		•			-	
17	1.68	17000	F	95%	1%	1% 1%	2%	0%	С	0.086	F	0.563	18000	F	2003
17)	2.45	14000	F	From: 96%	Bus 0%	2% 0%	ucester CF 1%	0%	F	0.085	F	0.577	15000	F	2003
<u>(17)</u>	1.65	12000	F	From: 96%	0%	36-606 Ark 2% 0%	1%	0%	F	0.080	F	0.544	13000	F	2003
<u></u>	3.73	11000	F	From: 96%	0%	36-615 2% 0%	1%	0%	F	0.079	F	0.538	12000	F	2003
				To: From:		SR 14 Adner		}							
17	4.77	6700	F	96%	0%	2% 0% SR 33 Glenn	1%	0%	F	0.076	F	0.538	7100	F	2003
17)	1.55	12000	F	96% To:	0%	2% 0% Middlesex County	1%	0%	F	0.079	F	0.506	13000	F	2003
Bus (17)	1.20	21000	F	From: 98%	0%	S 17 South of OF G 1% 0%		0%	С	0.086	F	0.631	22000	F	2003
				To:		SR 3		1							
Bus (17)	0.71	12000	F	98% To:	1%	1% 1% 36-1007	0%	0%	F	0.087	F	0.564	12000	F	2003
						30-1007									

1

					GIO	ucester Maintei	nance Are	ea							
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+Ax			Ω C	K Factor	QK	Dir Factor	AAWDT	QW	Year
Gloucester County				From:		26 1007		i							
Bus	0.56	7300	F	98%	1%	36-1007 1% 1%	0%	0%	С	0.086	F	0.516	7400	F	2003
[17]	0.50	7500	•	To:		S 17 North of Glo		0 70		0.000	•	0.510	7400	'	2003
				From:		King & Queen Co									
	2.92	6200	F	90%	1%	1% 2%		0%	F	0.096	F	0.615	6300	F	2003
(33)	2.02	0200	•	0070	170			070		0.000	•	0.010	0000	•	2000
\bigcap	4.55	40000		From:	00/	US 17 Glen		-00/	١	0.070		0.500	40000		0000
33 [17]	1.55	12000	F	96% To:	0%	2% 0%		0%	F	0.079	F	0.506	13000	F	2003
						Middlesex Coun									
			_	From:	407	US 17 Glen		201	_		_		0.400	_	
198)	4.45	2100	F	93%	1%	3% 1%	2%	0%	F	0.095	F	0.627	2100	F	2003
<u> </u>				To: From:		36-601 Cash	PΟ								
198)	2.92	2100	F	93%	1%	3% 1%	2%	0%	F	0.09	F	0.611	2200	F	2003
				To:		36-606 Harc	ıım								
108	4.10	2300	F	93%	1%	3% 1%		0%	С	0.088	F	0.54	2400	F	2003
198			-	To:	.,,	Mathews Count				0.000	•	0.0.		·	
				From:		US 17 Hay		1							
040	3.61	8400	F	98%	0%	1% 1%		0%	С	0.087	F	0.641	9200	F	2003
(216)	3.01	0400	•	To:	0 70	36-649 Achi		0 70		0.007	•	0.041	3200	'	2003
				From:											
	1 10	70	В	FIOIII.		Dead End	l			NIA			NΙΛ		02/24/2002
600	1.10	70	R	To:		26.647				NA			NA		03/31/2003
						36-647									
			_	From:		US 17			_		_			_	
601)	1.94	600	F	90%	2%	5% 2%	1%	0%	F	0.109	F	0.628	610	F	2003
				To: From:		36-610									
601)	3.04	500	F	90%	2%	5% 2%	1%	0%	С	0.102	F	0.529	510	F	2003
				To:		SR 198									
				From:		SR 3									
(602)	2.40	1100	F	96%	1%	2% 1%	0%	0%	С	0.093	F	0.52	1100	F	2003
002				To:		SR 198									
				From:		36-605									
(603)	3.80	450	R			30-003				NA			NA		04/02/2003
(603)	0.00		•••	To:		SR 198									0 1/02/2000
				From:											
	1.00	2600	_		10/	SR 3	0%	00/	_	0.104	_	0.663	2600	_	2002
604	1.00	2600	F	96% To:	1%	2% 1%	0%	0%	С	0.104	F	0.663	2600	F	2003
						36-605									
			_	From:		SR 3; 36-69	91								
(605)	1.16	2200	R							NA			NA		04/12/2003
				To: From:		36-604									
605)	1.77	2100	F	95%	1%	3% 0%	1%	0%	F	0.102	F	0.751	2100	F	2003
\bigcirc				To		36-603		1							
(605)	2.36	1200	F	From: 95%	1%	3% 0%	1%	0%	C	0.098	F	0.721	1200	F	2003
605	2.00		•		. 70		1 /0	J 70		2.000	•	··· - ·	50	•	_000
	2.0=	050		From:	401	36-1430	40/	001	_	0.400	_	0.550	000	_	0000
605)	0.97	850	F	95%	1%	3% 0%		0%	F	0.108	F	0.552	860	F	2003
				To: From:		36-606 SOU 36-606 NOR									
(605)	0.58	280	R	<u> </u>		30-000 NOR	.111			NA			NA		04/02/2003
(000)	0.00	_00		To:		0.58 MN 36-	606			11/1			14/7		5 OZ. Z 000
				From:											
	0.00	40	Б	Front		Dead End	1			NI A			NIA		04/05/0000
606	0.20	40	R							NA			NA		04/05/2000
				From:		36-662									
606	1.32	380	R							NA			NA		04/05/2000
\bigcup				To		36-610									
(606)	1.42	840	F	From: 90%	5%	3% 1%	1%	0%	F	0.116	F	0.683	860	F	2003
606	1.72	J-10	•	To:	J /0	36-614	1 /0	570		5.110	•	0.000	000	•	2000
						50-014									

					GIO	ucester Mainten									
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Gloucester County				From:		36-614		1							
606)	1.71	2600	F	90%	5%	3% 1%	1%	0%	F	0.117	F	0.526	2700	F	2003
606	1.14	2900	F	From: 90%	5%	36-1035 3% 1%	1%	0%	С	0.112	F	0.508	2900	F	2003
				To: From:		US 17		<u> </u>							
606)	2.15	1900	F	90%	5%	3% 1%	1%	0%	F	0.095	F	0.674	1900	F	2003
606)	2.10	1500	F	90%	5%	36-713 3% 1%	1%	0%	F	0.094	F	0.735	1600	F	2003
	3.10	1400	F	From: 90%	5%	36-1110 3% 1%	1%	0%	F	0.099	F	0.604	1400	F	2003
606	0.10	1400		To- From:	370	SR 198	170		<u>'</u>	0.000		0.004	1400		2000
606)	0.92	530	R							NA			NA		04/12/200
606)	0.60	170	R	From:		36-678		<u>_</u>		NA			NA		04/12/200
				To:		Dead End									
(607)	3.30	190	R	From:		36-610				NA			NA		03/15/200
				To:		36-606									
(608)	1.96	200	R	From:		SR 198				NA			NA		04/12/200
(000)				To:		Dead End									
	1.45	270	R	From:		Dead End				NA			NA		04/27/200
609	1.43	210	1	To:		36-610				INA			IVA		04/21/200
\bigcirc				From:		36-606									
610	0.98	250	R	To:		26.704				NA			NA		03/10/200
610	0.62	380	R	From:		36-704				NA			NA		03/10/200
	4.00	4000		From:	20/	36-614	40/	00/		0.000		0.540	4200		2002
610	1.80	1200	F	94%	2%	2% 1% 36-617	1%	0%	С	0.099	F	0.516	1300	F	2003
610	3.00	980	F	94%	2%	2% 1%	1%	0%	F	0.099	F	0.68	990	F	2003
				To: From:		US 17									0.4/0.0/0.00
610	2.20	940	R	To		36-607				NA			NA		04/02/200
610	1.70	460	R	From:		30-007				NA			NA		04/02/200
	0.05	320	R	From:		36-601				NA			NA		04/02/200
610	0.03	320	11	To		36-637				INA			INA		04/02/200
610	0.56	160	R	From:		30 037				NA			NA		04/02/200
	1.99	120	R	From:		0.56 MN 36-63	37			NA			NA		04/02/200
610	1.99	120	ĸ	To:		SR 198				INA			INA		04/02/200
$\overline{}$				From:		US 17									
611)	0.86	40	R	To:		36-601				NA			NA		03/10/200
				From:		36-613									
612	0.87	700	R	-						NA			NA		03/10/200
	0.23	280	R	To: From:		36-1136				NA			NA		03/10/200
612	0.20			To:		0.23 MN 36-11	36						1 11/1		33, 13/200
612)	0.80	300	R	From:						NA			NA		03/10/200
				To:		36-610 SOUT	H								

						ucester Mai	ntenand		d 	_	K		Dir			
Route	Length	AADT	QA	4Tire	Bus	2Axle 3			2Trail	QC	Factor	QK	Factor	AAWDT	QW	Year
Gloucester County				From:		36-610 N	NORTH		Ī							
(612)	1.50	270	R								NA			NA		03/10/2003
				From:		Dead Dead										
613)	1.10	120	R			Dead	EIIU				NA			NA		03/10/2003
				To: From:		36-0	510									
613)	2.10	770	R								NA			NA		04/02/2003
	0.80	1200	R	From:		36-6	512				NA			NA		04/02/2003
613				To:		36-6	515									
613	0.35	1300	R	т							NA			NA		03/10/2003
				From:		US Dead										
614)	1.30	130	R	<u> </u>		Dead	Enu				NA			NA		04/10/2000
				To: From:		36-629	EAST									
614)	1.69	320	R								NA			NA		04/10/2000
614)	1.14	650	R	From:		36-6	586				NA			NA		04/10/2000
014				To: From:		36-629	WEST									
614)	1.90	730	F	98%	1%	1%	0%	0%	0%	F	0.104	F	0.613	740	F	2003
				To: From:		1.90 Mile N 1.90 M FR										
614)	0.55	720	F	98% To:	1%			0%	0%	F	0.109	F	0.581	790	F	2003
				From:		US US 17 N	IORTH									
614)	3.38	5600	F	98%	1%	1%	0%	0%	0%	С	0.084	F	0.691	5700	F	2003
	1.70	4800	F	From: 98%	1%	36-0 1%		0%	0%	F	0.101	F	0.582	4900	F	2003
614)	1.70	4000	•	To	1 /0	36-616 N		0 /0		<u>'</u>	0.101		0.502	4300	<u>'</u>	2000
614)	1.73	3800	F	98%	1%			0%	0%	F	0.100	F	0.563	3800	F	2003
				To: From:		36-6						_				
614)	1.98	1700	F	98% To:	1%	1%		0%	0%	F	0.113	F	0.725	1800	F	2003
				From:		US 17 N										
615)	0.18	190	R								NA			NA		04/02/2003
	2.90	120	R	From:		36-0	613				NA			NA		03/10/2003
<u>(615)</u>	2.90	120	K	To:		36-606 N	NORTH				INA			INA		03/10/2003
615	2.05	880	R	From:		36-606 \$	SOUTH				NA			NA		04/17/2003
615)	2.00			To:		36-616										0 11 11 / 2000
615	1.60	1900	F	98%	0%	36-616 1%		0%	0%	С	0.102	F	0.649	2000	F	2003
615)				To		US 17 S			 -							
(615)	1.15	4200	F	98%	0%			0%	0%	F	0.138	F	0.540	4300	F	2003
	0.00	0400		To: From:	00/	36-1		00/			0.440		0.747	0000		
615)	0.20	2100	F	98% To:	0%	1%		0%	0%	F	0.142	F	0.747	2200	F	2003
				From:	_	Dead										
616	0.15	40	R								NA			NA		04/05/2000
<u> </u>	0.22	260	D	To: From:		36-7	712				NΙΛ			NIA		04/05/2000
616	0.23	260	R	To		26	02				NA			NA		04/05/2000
(616)	0.75	580	R	From:		36-0	004				NA			NA		04/05/2000
				To:		36-7	708									

Route	Length	AADT	QA	4Tire	Bus	Trı			\cap	K	QK	Dir Factor	AAWDT	QW	Year
Gloucester County				From:			TTTall	ZTrali		Factor		Factor			
616)	0.10	750	R	Pioni.		36-708				NA			NA		04/05/200
				To: From:		36-631		-							
616	1.43	890	F	98%	1%	0% 0%	0%	0%	F	0.09	F	0.671	910	F	2003
				To: From:		36-614 EAST 36-614 WEST									
616)	3.46	4800	F	98%	1%	0% 0%	0%	0%	F	0.095	F	0.578	4900	F	2003
				From:		36-1012					_				
616)	0.16	4300	F	98%	1%	0% 0%	0%	0%	F	0.093	F	0.562	4400	F	2003
	0.20	4400	F	From: 98%	1%	US 17 0% 0%	0%	0%	С	0.104	F	0.531	4500	F	2003
616	0.20	4400	•	To:	1 70	US 17 BUS WES		0 70	C	0.104	•	0.551	4300	'	2003
\bigcirc	2.24	2422		From:	40/	US 17 BUS EAS	T	00/	_	0.007	_	0.004	0.400	_	0000
616	0.31	3400	F	98%	1%	0% 0%	0%	0%	F	0.097	F	0.621	3400	F	2003
	0.45	3000	F	From: 98%	1%	36-1016 0% 0%	0%	0%	F	0.097	F	0.626	3000	F	2003
616)	0.43	3000	г	90 70	1 70			070	Г	0.097	Г	0.020	3000	Г	2003
	0.04	2700	R	From:		0.45 M FRM 36-1)16			NA			NA		04/03/2000
616	0.04	2700	• • • • • • • • • • • • • • • • • • • •	To		36-1045				1471			14/1		04/00/2000
616)	0.75	890	R	From:		30-1043				NA			NA		04/03/2000
010				To		36-1020		ĺ							
616)	0.93	240	R	From:		30 1020				NA			NA		04/03/2000
				To:		Dead End									
\bigcirc				From:		Dead End									
617)	0.18	70	R							NA			NA		03/10/2003
	4.40	400		To: From:		36-729		-							00/40/000
617	1.42	400	R	To:		36-610				NA			NA		03/10/2003
				From:		Dead End		1							
618)	0.10	50	R	<u> </u>		Dead End				NA			NA		04/08/2003
				To: From:		36-662									
618	2.30	1100	R	rioni.						NA			NA		04/08/2003
				To:		36-614									
\bigcirc	4.00	740		From:		Dead End				NIA			NIA		02/25/2004
619	1.20	710	R	To:		US 17; US 17 BU	IS			NA			NA		03/25/2003
				From:		36-656									
620	0.26	90	R	<u> </u>		30 000				NA			NA		04/24/2000
				To:		Dead End									
				From:		US 17 BUS									
(621)	0.05	780	R							NA			NA		03/25/2003
621) 621) 621)	0.00	040		From:		36-1006 WEST				NIA			NIA		00/05/0000
(621)	0.08	640	R							NA			NA		03/25/2003
	1.78	280	R	From:		36-1006 EAST				NA			NA		02/25/2003
(621)	1.70	200	K	To:		Dead End				INA			INA		03/25/2003
				From:		SR 3									
622	1.65	110	R							NA			NA		04/12/2000
				To:		Dead End									
\bigcirc			_	From:		36-625 EAST									0.44:54:5
623 623	3.39	210	R	_						NA			NA		04/12/2000
_			F	From: 95%	1%	36-625 WEST 2% 1%	1%	0%	С	0.088	F	0.579	1700	F	2003
	3.06	1600													

		• • • • •	٠.	4			Tru				K	611	Dir		0111	
Route	Length	AADT	QA	4Tire	Bus		3+Axle			ίνι,	Factor	QK	Factor	AAWDT	QW	Year
Gloucester County				From:		3	6-623									
624	0.18	180	R								NA			NA		04/12/2000
624)	0.42	120	R	From:		3	66-683				NA			NA		04/12/2000
024)				To:		De	ad End									
	0.90	570	R	From:		36-6	23 WEST				NA			NA		04/12/2000
625)	0.90	370		To:		36-6	23 EAST				INA			INA		04/12/2000
625	0.44	250	R	From:							NA			NA		04/12/2000
				To: From:			ead End									
626	1.60	630	F	97%	1%	3%	66-629 0%	0%	0%	С	0.078	F	0.577	640	F	2003
				To: From:			6-627									
626)	0.03	350	R						_		NA			NA		04/24/2003
	0.23	340	R	From:		3	6-685				NA			NA		05/08/2003
626	0.23	340	K	To:		3	66-705		1		INA			INA		03/00/2000
626	1.24	230	R	From:							NA			NA		05/08/2003
				To: From:			ead End									
627)	0.66	50	R	FIOIII.		3	66-628				NA			NA		04/24/2003
				To: From:		0.66 N	ME 36-628	3								
627)	0.04	49	R						_		NA			NA		04/24/2003
	0.30	170	R	From:		3	66-668				NA			NA		04/24/2003
627)	0.30	170	K	То:		3	6-626				INA			INA		04/24/2000
				From:		Ţ	JS 17									
628	1.30	1900	R	To:		36-62	9 SOUTH		1		NA			NA		04/24/2003
	1.10	250	В	From:			9 NORTH				NΙΔ			NIA		04/24/2003
628	1.19	250	R	To		2	66-627		1		NA			NA		04/24/2003
628	0.80	100	R	From:							NA			NA		05/08/2003
				To:		3	6-626									
(629)	0.39	110	R	From:		36-6	14 EAST				NA			NA		04/24/2003
				To:		3	6-657									
629	0.38	280	R								NA			NA		04/24/2003
	2.57	400	R	From:		3	66-663				NA			NA		04/24/2003
629	2.51	400	- 1	To:		36.6	14 WEST				INA			INA		04/24/2000
629	2.48	740	F	95%	1%	3%	1%	0%	0%	F	0.11	F	0.585	760	F	2003
				From:			6-615									
629	2.15	2800	F	95% To:	1%	3% US	1% 17 BUS	0%	0%	С	0.096	F	0.546	2800	F	2003
				From:			6-629									
630	1.00	180	R	To:							NA			NA		04/24/2003
-				From:			ead End 6-616									
631)	1.80	650	R	<u> </u>							NA			NA		04/17/2003
				To			6-614									
632	0.68	310	R	From:		De	ead End				NA			NA		04/21/2003
				To:		3	6-644									

						Tri				V		Dir			
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+Axle			\cap	K Factor	QK	Dir Factor	AAWDT	QW	Year
Gloucester County				From:		36-644		1							
632	2.05	1600	R					•		NA			NA		04/21/200
				To		36-614									
	1 20	460	В	From:		Dead End				NIA			NIA		04/05/200
633)	1.30	460	R	_						NA			NA		04/05/200
	0.66	1000	R	From:		36-634				NA			NA		04/05/200
(633) (633)	0.00	1000	IX.	To		26.626				INA			INA		04/03/200
(622)	0.88	1200	F	From: 94%	2%	36-636 4% 0%	1%	0%	С	0.110	F	0.526	1200	F	2003
(033)				To:		36-614	.,,								
				From:		Dead End									
634)	1.48	180	R			25.522				NA			NA		04/21/200
				To: From:		36-633									
625	0.70	320	R	FIOIII.		Dead End				NA			NA		04/21/200
635)	0.10	020		To:		36-636 SOUTH									0 1/2 1/200
\bigcirc	4.00	040		From:		36-636 NORTH				NIA			NIA		04/04/000
635	1.62	940	R	To:		US 17		1		NA			NA		04/21/200
				From:		36-633		1							
636)	1.24	1400	F	97%	1%	2% 0%	0%	0%	F	0.098	F	0.597	1400	F	2003
				To:		36-635 SOUTH									
636	0.19	2100	F	97%	1%	2% 0%	0%	0%	F	0.104	F	0.602	2100	F	2003
				From:		0.19 M FRM 36-6	35								
636)	1.35	2300	F	97%	1%	2% 0%	0%	0%	С	0.102	F	0.669	2500	F	2003
				To: From:		US 17 SOUTH US 17 NORTH									
(636)	0.40	1800	F	97%	1%	2% 0%	0%	0%	С	0.104	F	0.569	2000	F	2003
636 636				To- From:		Urban Boundary	7								
(636)	0.19	1900	F	97%	1%	2% 0%	0%	0%	F	0.094	F	0.597	2000	F	2003
				To: From:		36-656									
636)	1.92	610	R							NA			NA		03/22/200
				To: From:		Dead End									
(637)	0.12	110	R	FIOIII.		36-610				NA			NA		03/15/200
(037)	•=			To		0.12 MN 36-610	`								00/10/200
637)	2.18	20	R	From:		0.12 IVIN 30-010)			NA			NA		03/15/200
(001)				To:		SR 198									
				From:		Dead End									
638)	0.70	500	R	To		26.642				NA			NA		04/30/200
				From:		36-643									
(620)	0.60	30	R	FIOIII.		36-618				NA			NA		04/08/200
639	0.00			To:		Dead End									0 11 00/200
				From:		36-652		1							
640	0.35	130	R							NA			NA		04/30/200
				To:		Dead End									
	0.12	1600	D	From:		36-1216				NA			NA		04/28/200
641)	0.12	1000	R							INA			INA		04/28/200
(M)	0.34	4300	F	From: 99%	0%	US 17 1% 0%	0%	0%	С	0.088	F	0.711	4700	F	2003
641)	U.J 4	-500			U /0		J /0	J /0	_	0.000	_'	V.111	- 1100	_ '	2003
641)	0.76	3600	F	99%	0%	36-1254 1% 0%	0%	0%	F	0.094	F	0.634	3900	F	2003
(O+ I)	5.70	-550	•	To:	5 /0	SR 216 EAST	J / U	<u> </u>	•	5.554	•	3.55∓	5550	•	2000

					_	Tru	ck			K	011	Dir		0144	.,
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW	Year
Gloucester County				From:		SR 216 WEST		Ī							
641)	2.41	1200	F	99%	0%	1% 0%	0%	0%	F	0.102	F	0.586	1200	F	2003
				To:		36-656									
\bigcirc	0.57		_	From:		Dead End									00/00/000
642)	0.57	230	R							NA			NA		03/20/2000
	0.40	400	_	From:		36-1236				NIA.			NIA		00/00/000
(642)	0.10	430	R							NA			NA		03/20/2000
(642) (642)	0.40	640		From:		36-715				NIA			NIA		02/20/2000
(642)	0.43	610	R							NA			NA		03/20/2000
	0.60	1400	R	From:		36-672				NA			NA		03/20/2000
642)	0.00	1400	K	To:		36-643		1		INA			INA		03/20/2000
				From:		SR 216		Ī							
643)	0.66	2800	F	98%	0%	0% 1%	1%	0%	С	0.088	F	0.597	3000	F	2003
0,10				To:		36-642									
643	0.42	960	R	From:		30-042				NA			NA		04/30/2003
643	_			To		36-706									
643	1.05	430	R	From:		30-700				NA			NA		04/30/2003
643)			••	To:		Dead End									0 00. 200
				From:		Dead End									
644)	0.95	180	R							NA			NA		04/21/2003
				To-		36-632									
				From:		Dead End									
645)	0.11	160	R							NA			NA		04/28/2003
				To:		36-1234		1							
645)	0.32	430	R	riom.						NA			NA		04/28/2003
				To-		36-1216									
				From:		Dead End									
646)	0.95	220	R							NA			NA		04/30/2003
				To: From:		36-1105									
646	0.27	540	R							NA			NA		04/30/2003
				To- From:		36-1106		-							
646	0.75	710	R							NA			NA		04/30/2003
				To: From:		36-1104		ŀ							
(646)	0.15	620	R							NA			NA		04/30/2003
				To:		36-649									
				From:		SR 33 WEST									
647)	0.44	60	R							NA			NA		04/12/2000
				From:		36-600									
647)	0.75	130	R							NA			NA		04/12/2000
				To:		SR 33 EAST									
			_	From:		Dead End									
648	0.50	320	R	To:		36-649 WEST		i		NA			NA		04/30/2003
				From:		36-649 EAST									
648)	0.80	260	R							NA			NA		04/30/2003
				To		Dead End									
				From:		Dead End									
649	1.30	360	R				-			NA			NA		03/29/2000
				To-		SR 216; 36-653									
649	1.92	1800	F	98%	0%	1% 0%	1%	0%	С	0.085	F	0.585	1800	F	2003
				To		36-652									
649	0.21	870	R	rom:						NA			NA		03/29/2000
\ /				To:		36-648 WEST									

Route	Length	AADT	QA	4Tire	Bus	2Axle 3+Ax			OC.	K Factor	QK	Dir Factor	AAWDT	QW	Year
Gloucester County				From:		36-648 WE									
649	0.07	490	R					·		NA			NA		03/29/2000
	0.80	260	R	To: From:		36-648 EA	ST			NA			NA		03/29/2000
649	0.00			To:		Dead End	l			11/7			14/3		03/23/2000
\bigcirc	0.05			From:		36-653									0.4/0.0/0.00
650	0.85	300	R	To:		26 1104		1		NA			NA		04/30/2003
650	1.00	240	R	From:		36-1104				NA			NA		04/30/2003
				To: From:		36-652 SOU 36-652 NOR									
650	0.30	120	R			30-032 NOF	.111			NA			NA		04/30/2003
				From:		0.30 ME 36-	652								
650	0.30	30	R	To:		Dead End	ı			NA			NA		04/30/2003
				From:		36-652	•								
651)	0.97	210	R							NA			NA		03/29/2000
				To:		Dead End									
652)	1.70	270	F	97%	0%	36-649 2% 0%	0%	0%	С	0.104	F	0.533	270	F	2003
				To: From:		36-653 NOR									
652)	1.00	50	R			36-653 SOU	IH			NA			NA		03/29/2000
				To:		Dead End	l								
<u></u>	1.58	970	F	From: 96%	0%	SR 216; 36-6 2% 0%		0%	С	0.096	F	0.614	990	F	2003
653	1.50	310		To	0 70	36-652 NOR		0 70		0.030	'	0.014	330	'	2003
(653) (653)	0.69	120	R	From:		30-032 NOF	.111			NA			NA		03/29/2000
				From:		0.69 MN 36-6	52 N								
(653)	0.41	10	R	To:		Dead End	ı			NA			NA		03/29/2000
				From:		36-641	1								
(654)	1.25	150	R							NA			NA		03/29/2000
				To: From:		Dead End	l								
655)	0.35	320	R			36-641				NA			NA		05/06/2003
				To: From:		36-714									
655)	0.85	140	R	To:		D IF	1			NA			NA		05/06/2003
				From:		Dead End 36-636	1								
656	1.34	1300	F	97%	1%	2% 0%	1%	0%	С	0.102	F	0.585	1400	F	2003
				To: From:		36-641									
656	1.60	780	F	97%	1%	2% 0%	1%	0%	F	0.087	F	0.644	790	F	2003
	1.27	490	R	From:		36-620				NA			NA		04/24/2000
656	1.27	430		To		36-698				INA			INA		04/24/2000
656)	0.10	90	R	From:		30-098				NA			NA		04/24/2000
				To:		Dead End									
	0.60	180	R	From:		Dead End	1			NA			NA		04/10/2000
657)	0.00	100	11	To:		36-629				14/7			14/1		3-110/2000
				From:		36-643									
658	0.20	120	R	To:		Dead End	1			NA			NA		03/20/2000
						Deau En	ı								

					Gloucester Maintenance Area			
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	K Dir QC Factor Factor		Year
Gloucester County				From:	26 624			
659	0.70	200	R		36-634	NA	NA	04/21/200
0009				To:	36-633			
				From:	36-623			
660	0.22	100	R			NA	NA	03/31/2003
				To:	Dead End			
661	1.00	540	R	From:	SR 3	NA	NA	03/31/2003
661	1.00	0.0	• • • • • • • • • • • • • • • • • • • •	To:	Dead End		177	00/01/2000
				From:	36-618			
662	1.40	110	R			NA	NA	04/08/2003
				To:	36-606			
	0.40	60	_	From:	Dead End	NIA.	NIA	04/04/000
663	0.46	60	R	To:	36-629	NA	NA	04/24/2003
				From:	36-616			
664)	0.39	190	R		30-010	NA	NA	04/17/2003
001)				To:	Dead End			
				From:	Dead End			
665	1.53	70	R			NA	NA	03/31/2003
				To:	36-623			
	0.85	20	R	From:	Dead End	NA NA	NA	03/31/2003
666	0.03	20	K	To:	SR 33; 49-609	INA 	IVA	03/3/1/2003
				From:	Dead End			
667)	0.50	150	R			NA	NA	05/06/2003
				To:	US 17			
				From:	Dead End			
668	1.06	200	R	To:	26.625	NA	NA	04/24/2003
				From:	36-627			
(669)	1.90	270	R	FIOIII.	Dead End	NA	NA	03/10/2003
(609)	1.00	2.0	• • • • • • • • • • • • • • • • • • • •	To:	36-610	107	10.1	00/10/2000
				From:	US 17 BUS			
(671)	0.50	100	R			NA	NA	04/02/2003
				To:	36-629			
\bigcirc				From:	Dead End			0.4/0.0/0.00
672)	0.40	170	R	To:	36-642	NA I	NA	04/30/2003
				From:	SR 198			
(673)	0.70	90	R		SK 170	NA	NA	03/31/2003
0.0				To:	Dead End			
				From:	SR 198 EAST			
674)	0.60	30	R			NA	NA	03/31/2003
				To:	SR 198 WEST			
(27F)	0.17	48	R	From:	36-621	NA	NA	03/25/2003
675)	0.17	-10	^	To:	Dead End	INA	INA	0012012000
				From:	SR 3			
676)	1.20	70	R			NA	NA	03/31/2003
				To:	Dead End			
				From:	Dead End			
677	0.40	60	R			NA	NA	04/17/2003
			_	To: From:	36-688			
677	0.40	980	R	To	110 17	NA I	NA	04/17/2003
				To:	US 17			

					Bus 24Aylo 1Troil 2Troil	K Dii	r	
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC Ractor CK Fact		Year
Gloucester County				From:	36-606			
678)	0.80	200	R		30-000	NA NA	NA	03/31/2003
6.9				Tn·	Dead End			
				From:	36-664			
679	0.35	120	R	т	0.1.1.0	NA	NA	04/03/2000
				To:	Cul-de-Sac			
680	1.44	170	R	rioin.	SR 3	I NA	NA	03/31/2003
(000)				To:	Dead End			00/0 // 200
				From:	Dead End			
682)	1.10	290	R	. —		NA	NA	04/17/2003
				To:	36-616			
	0.70	80	R	From:	36-624	NA NA	NA	03/31/2003
683	0.70	00	K	To:	Dead End	INA	INA	03/31/2000
				From:	Dead End			
684)	1.80	70	R		Dead E.M.	NA	NA	03/10/2003
				To:	36-617			
				From:	Dead End			
685	0.70	70	R	To	36-626	NA I	NA	04/24/2003
				From:				
606	0.50	130	R	110111	36-614	NA	NA	04/24/2003
686	0.00			To:	Dead End			0 2 2000
				From:	US 17; SR 33			
687)	0.20	140	R			NA	NA	03/10/2003
				Tn·	Dead End			
	0.40	400		From:	Dead End	NIA	NIA	04/47/0000
688	0.12	180	R			NA -	NA	04/17/2003
	0.40	850	R	From:	36-1425	NA	NA	04/17/2003
688)	0.40	050	K	To:	36-677	INA 	INA	04/11/2003
				From:	36-626			
(689)	0.55	100	R		27 323	NA	NA	05/08/2003
				To:	Dead End			
\bigcirc				From:	36-623			0.4/0.0/0.00
690	0.18	300	R	To:	Dead End	NA I	NA	04/02/2003
				From:	SR 3 SOUTH			
691)	0.40	60	R	<u> </u>	3K 3 300 III	NA	NA	04/02/2003
(65)				To	SR 3 NORTH			
				From:	36-623			
692	0.84	130	R			NA	NA	03/31/2003
				To:	Dead End			
	1 24	200	ь	From:	36-690	NIA	NIA	03/31/2003
693)	1.34	290	R	To:	Dead End	NA I	NA	03/31/2003
				From:	SR 3			
694)	1.28	150	R			NA	NA	03/31/2003
				To:	Dead End			
\bigcirc	_		_	From:	36-643			
695)	0.25	20	R	To:	DJE 1	NA I	NA	04/30/2003
				From:	Dead End			
696)	0.41	70	R	rioin:	Dead End	l NA	NA	04/30/2003
(090)	0.71	. •		To:	36-643	1 77 1	1 17 1	J 1/ J J / Z J J J

					Gloucester Maintenance Area			
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail		Dir Factor AAWDT QW	Year
Gloucester County				From:	Dead End			
(697)	0.43	70	R	<u></u>	Dead End	NA	NA	04/08/200
				To:	36-616			
\bigcirc				From:	36-656			
698)	0.18	130	R			NA	NA	05/06/200
	0.04	40		From:	0.18 ME 36-656	NIA.	NIA.	05/00/000
698)	0.04	40	R	To:	Cul-de-Sac	NA I	NA	05/06/200
				From:	Dead End			
699	0.34	120	R		Dead End	NA	NA	04/28/200
				To	36-1260			
699	0.39	880	R	From:	23 3200	NA	NA	04/28/200
				To:	SR 216			
$\widehat{}$				From:	SR 216			
(700)	0.99	410	R	To:	D 1F 1	NA I	NA	04/30/200
				From:	Dead End			
(704)	0.80	90	R	From:	36-623	NA NA	NA	03/31/200
701	0.00	30		To	Dead End		IVA	03/31/200
				From:	Dead End			
702	0.30	140	R			NA	NA	03/31/200
				To:	36-623			
\bigcirc	4.00		_	From:	SR 198			20101100
703	1.88	200	R			NA	NA	03/31/200
	0.40	40		From:	36-733			00/04/000
703	0.12	40	R	To:	Cul-de-Sac	NA I	NA	03/31/200
				From:	Dead End			
(704)	0.50	80	R		Dead End	NA	NA	03/10/200
704)				To:	36-610			
				From:	36-626			
(705)	0.42	80	R			NA	NA	05/08/200
				To:	Dead End			
	0.35	110	R	From:	Dead End	NA NA	NA	04/30/200
706	0.33	110	K	To:	36-643	INA I	INA	04/30/200
				From:	Dead End			
707)	0.21	290	R	<u> </u>	Bout Eliu	NA	NA	03/20/200
				To	36-717			
707)	0.37	900	R	From:		NA	NA	03/20/200
				To:	SR 216			
				From:	Dead End			
708	0.15	47	R			NA	NA	04/17/200
				From:	0.15 ME Dead End			
708	0.53	100	R	To:	36-616	NA I	NA	04/17/200
				From:				
709	0.26	20	R	· · · · · · · ·	36-623	NA NA	NA	03/31/200
				To:	Dead End			
				From:	SR 198			
710	0.68	160	R			NA	NA	03/31/200
				To:	Dead End			
\bigcirc			_	From:	36-656			0=10=1=
711)	0.53	120	R	To:	Dead End	NA I	NA	05/06/200
-				1	реац епц			

					Truck	K Dir		
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail		r AAWDT QW	Year
Gloucester County				From:	36-616			
712	0.21	200	R			NA	NA	04/17/2003
	0.00	420		From:	0.21 MN 36-616	NIA .		04/05/2000
712	0.22	130	R	To	Dead End	NA]	NA	04/05/2000
				From:	36-606			
713	0.05	NA				NA	NA	
				To: From:	Dead End	<u> </u>		
(714)	0.18	240	R		36-655	I NA	NA	05/06/2003
<u> </u>				To:	0.18 MN 36-655			
714)	0.27	140	R			NA	NA	03/29/2000
				To: From:	Dead End			
715)	0.28	140	R	From:	36-642	l NA	NA	03/20/200
(715)	0.20		.``	To:	Dead End]		00/20/200
				From:	36-653			
716)	0.63	150	R	To:	Dead End	NA I	NA	04/30/2003
				From:	36-735			
717	0.25	120	R		30-733	I NA	NA	05/06/2003
				To:	Dead End			
\bigcirc			_	From:	36-621			
718	0.27	46	R	To:	Dead End	NA I	NA	04/10/2000
				From:	36-653			
719	0.40	230	R	<u></u>	30 003	NA	NA	04/30/2003
				From:	36-746			
719	0.30	110	R	110		NA	NA	04/30/2003
				From:	Road]		
719	0.25	140	R	To:	Cul-de-Sac	NA I	NA	03/29/2000
				From:	Dead End			
(720)	0.40	90	R		Bead End	NA NA	NA	04/24/200
				To:	36-629			
\bigcirc	0.00	40	_	From:	Dead End	NIA	NIA.	00/40/000
(721)	0.02	10	R	To:	36-610	NA I	NA	03/10/2003
				From:	Dead End			
722	0.02	20	R			NA	NA	03/10/2003
				To:	36-610			
	0.26	200	R	From:	36-724	NA NA	NA	03/20/2000
723)	0.20	200	K	To:	36-642	INA	INA	03/20/2000
				From:	Dead End			
724)	0.20	100	R	-		NA	NA	03/20/2000
				To: From:	36-723	<u> </u>		
724)	0.11	30	R	To:	Dood End	NA I	NA	03/20/2000
_				From:	Dead End	<u> </u>		
(725)	0.17	60	R	<u> </u>	SR 216	I NA	NA	04/30/2003
				To:	Dead End			
				From:	SR 198			
726	1.45	560	R	To:	D1F 1	NA I	NA	03/31/2003
				1	Dead End			

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	- QC K QK Factor	Dir Factor AAWDT QW	Year
Gloucester County						Factor	Factor	
(707)	0.22	30	R	From:	Dead End	NA	NA	04/05/2000
(727)	U.LL			To:	36-614	10.0		04/00/2000
				From:	36-629			
728	0.10	90	R			NA	NA	04/02/2003
				To:	Dead End			
700	0.70	180	R	From:	36-617	NA	NA	03/10/2003
729	0.70	100	IX.	To:	Dead End	IVA	IVA	03/10/200
				From:	Dead End			
730	0.09	45	R			NA	NA	04/05/200
				To: From:	36-731			
730	0.26	210	R	_		NA	NA	04/05/200
				To:	36-614			
	0.45	30	R	From:	Cul-de-Sac	NA	NA	04/05/200
(731)	0.45	30	K	To:	36-730	NA	INA	04/03/2000
				From:	36-216			
732	0.47	70	R			NA	NA	04/30/2003
$\overline{}$				To:	Dead End			
\bigcirc	0.44	00	-	From:	36-703	NIA	NIA.	0.4/4.0/0000
733	0.14	20	R	To:	Dead End	NA	NA	04/12/2000
				From:	Dead End			
734)	0.25	80	R		Dead End	NA	NA	04/05/2000
				To:	36-610			
				From:	Cul-de-Sac			
735	0.31	180	R	To:	26 515	NA	NA	05/06/2003
				From:	36-717			
(700)	0.10	480	R	From:	36-635	NA	NA	04/24/200
736	0.10	100	• • •	To:	US 17; 36-614	10.		0 1/2 1/200
				From:	Cul-de-Sac			
(737)	0.23	130	R			NA	NA	04/03/200
				To:	36-614			
	0.24	200	ъ.	From:	Dead End	NA	NΙΔ	04/04/000
738	0.34	200	R	To:	36-633	NA	NA	04/21/2003
				From:	36-1216			
740	0.12	90	R	<u> </u>		NA	NA	04/28/2003
				To-	Dead End			
\bigcirc				From:	Cul-de-Sac			
745)	0.33	90	R	To:	36-643	NA	NA	04/30/2003
				From:				
746)	0.17	40	R		Cul-de-Sac	NA	NA	03/29/2000
(1 9)				To:	36-719			
				From:	Dead End			
750	0.12	46	R	~		NA	NA	03/15/2000
				To:	36-606			
	0.10	ΕO	R	From:	Cul-de-Sac	NA	NA	03/20/2000
760	0.10	50	ĸ	To	36-638	INA	INA	03/20/2000
				From:	SR 198			
770	0.37	110	R	<u> </u>	222-220	NA	NA	03/15/2000
				To:	Dead End			

Route	l enath	AADT	QA	4Tire	Bus 20 Add 21 Add 1 Trail 2 Trail	- _{QC} K	QK _ Dir	AAWDT Q	W Year
Gloucester County	Longar		~~		2Axle 3+Axle 1Trail 2Trail	Factor	Factor		
	0.00	COO	_	From:	Cul-de-Sac	NIA		NIA	05/00/0000
(780)	0.23	600	R	To	US 17	NA		NA	05/06/2003
				From:	Dead End				
(781)	0.17	260	R		Dead Elia	NA		NA	05/06/2003
				To:	36-780				
\bigcirc				From:	Dead End				
782	0.18	40	R	To:	36-781	NA		NA	05/06/2003
				From:	Cul-de-Sac				
(783)	0.07	40	R		Cui-de-Sat	NA		NA	05/06/2003
(100)				To:	36-782				
				From:	Dead End				
1001)	0.25	280	R			NA		NA	03/19/2003
				To: From:	36-1003				
(1001)	0.05	530	R	_		NA		NA	03/19/2003
				To:	US 17 BUS				
	0.09	40	R	From:	36-1015	NA		NA	03/19/2003
1002	0.09	40	K	_		INA		INA	03/19/2003
\bigcirc	0.27	270	R	From:	36-1008	NA		NA	03/19/2003
(1002)	0.27	270	K	. —		INA		INA	03/19/2003
	0.19	620	R	From:	US 17 BUS	NA		NA	03/25/2003
1002	0.13	020	IX.	To	Dead End	INA		INA	03/23/2000
				From:	36-1014				
(1003)	0.12	240	R	<u></u>		NA		NA	03/19/2003
				To:	36-1001				
\bigcirc				From:	36-1003				
1004)	0.05	120	R	To:	LIC 17 DIJC	NA		NA	03/19/2003
				From:	US 17 BUS				
(1005)	0.10	60	R	r rom.	Dead End	NA		NA	03/25/2003
(1003)				To:	US 17 BUS				
				From:	36-621				
(1006)	0.20	70	R			NA		NA	03/25/2003
				To:	36-621				
	0.09	360	R	From:	36-1009	NA		NA	03/25/2003
1007	0.09	360	K	To:	US 17 BUS	INA		INA	03/23/2003
				From:	36-1002				
1008)	0.10	70	R			NA		NA	03/19/2003
				To:	36-1014				
\sim				From:	36-1007				
1009	0.23	210	R	To:	26 1010	NA		NA	03/25/2003
				From:	36-1010				
(1010)	0.08	510	R	FIOIII.	36-1009	NA		NA	03/25/2003
1010				To:	US 17 BUS				
				From:	US 17 BUS				
1011)	0.38	350	R			NA		NA	04/19/2000
				To	36-1025				
\bigcirc			_	From:	36-1017				
(1012)	0.14	230	R			NA		NA	04/19/2000
				To: From:	36-1013				
1012	0.08	330	R	To:	26.616	NA		NA	04/19/2000
_					36-616				

					Gloucester Maintenance Area		
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Tra	K ail Factor F	Dir Factor AAWDT QW Yea
Gloucester County				From:	Dead End		
1013	0.13	60	R	<u> </u>	Dead End	NA NA	NA 04/19/
				To:	36-1012		
				From:	36-1015		
1014)	0.31	160	R			NA	NA 03/19/
				From:	36-1003]	
1014)	0.05	400	R			NA	NA 03/19/
				From:	US 17 BUS		
1014	0.20	470	R	т.,		NA NA	NA 03/25/
				To:	Dead End		
	0.16	30	R	From:	36-1002		NA 03/19/
1015)	0.10	30	K	To:	Dead End	NA □	NA 03/19/
				From:	Dead End		
(1016)	0.12	100	R	<u> </u>	Dead Elid	→ NA	NA 04/03/
(1010)				To:	36-616		
				From:	36-1023		
(1017)	0.15	180	R			NA NA	NA 04/19/
				To:	36-1012		
$\widehat{}$				From:	Dead End	_	
1018	0.12	310	R	. —		NA NA	NA 04/19/
				lo:	US 17 BUS	<u> </u>	
\bigcirc	0.20	4400	ь.	From:	US 17		NA 04/03/
1019	0.20	1100	R	To:	Dead End	NA	NA 04/03/
				From:			
1020	0.42	270	R		Cul-de-Sac	NA NA	NA 04/03/
1020				To:	36-616	7	
				From:	36-1020		
(1021)	0.12	80	R			NA	NA 04/03/
				To:	Cul-de-Sac		
<u> </u>				From:	Cul-de-Sac		
(1022)	0.09	80	R	. —		NA NA	NA 04/03/
				To:	36-1020		
\bigcirc	0.40	70	_	From:	Cul-de-Sac		NIA 04/40
1023	0.13	70	R	To:	36-1017	NA T	NA 04/19/
				From:	US 17	<u> </u>	
(1024)	0.30	3000	R		051/	■ NA	NA 04/27/
1024				To:	Dead End		
				From:	36-616		
(1025)	0.12	180	R			NA NA	NA 04/19/
				To:	36-1011	7	
1025)	0.04	170	R	FIOIII.		NA	NA 04/19/
				To:	36-1026	7	
1025)	0.06	40	R	From:		NA NA	NA 04/19/
				To:	Dead End		
				From:	36-1025		
(1026)	0.09	120	R			NA NA	NA 04/19/
				To:	Cul-de-Sac		
	0.00	00	_	From:	Cul-de-Sac		NIA 04/40
(1027)	0.09	90	R	To:	36-1011	NA NA	NA 04/19/
				From:		<u> </u>	
1028	0.08	60	R		36-1011	∟ NA	NA 04/19/
1020	0.00		.,	To:	Cul-de-Sac		1.0.1
(1028)	0.08	60		To:	Cul-de-Sac	INA	

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	C K QK Factor	Dir Factor AAWDT Q	W Year
Gloucester County				From:	Cul-de-Sac			
1030	0.20	240	R	<u> </u>	ear de bae	NA	NA	04/24/200
				To:	US 17 BUS			
\bigcirc	0.40			From:	Cul-de-Sac			0.4/0.4/0.00
1031)	0.10	60	R	To:	36-1030	NA I	NA	04/24/200
				From:	Dead End			
1032	0.07	80	R	<u> </u>	Dead End	NA NA	NA	04/24/200
				To: From:	36-1030			
1032	0.06	40	R	FIOII.		NA	NA	04/24/200
				To:	Cul-de-Sac			
\bigcirc	2.22	400		From:	36-606			0.4/0.0/0.00
1035	0.08	180	R	To:	36-1036	NA I	NA	04/03/200
				From:	0.08 MS 36-1035			
1036	0.16	90	R	<u> </u>	0.06 MIS 50-1055	NA NA	NA	04/03/200
				To:	Dead End			
				From:	36-1039			
1037	0.23	90	R	To:	26 1014	NA	NA	03/25/200
				From:	36-1014			
1038	0.03	20	R	FIOIII.	Cul-de-Sac	l NA	NA	03/25/200
1036)	0.00		.,	To:	36-1037		101	00/20/200
				From:	Dead End			
1039	0.14	110	R			NA	NA	03/25/200
				To:	36-1014			
\bigcirc	0.20	250		From:	Cul-de-Sac	NIA	NIA	02/05/200
1040	0.30	250	R	To:	36-619	NA I	NA	03/25/200
				From:	Cul-de-Sac			
1041)	0.12	100	R		ear de bae	NA	NA	03/25/200
				To:	36-1040			
$\overline{}$				From:	36-01046(B)/			
1044	0.17	NA		To:	Dead End/	NA I	NA	
_				From:	36-616			
1045)	0.46	1200	R		30-010	NA	NA	04/19/200
1049				To:	36-1046			
				From:	36-1045			
1046	0.25	870	R	_		NA	NA	04/19/200
				To:	36-1049			
	0.21	190	R	From:	Cul-de-Sac	l NA	NA	04/19/200
1047)	0.21	130	IX.	т	26 1046	I NA	INA	04/13/200
1047)	0.23	120	R	From:	36-1046	NA	NA	04/19/200
(1047)	0.20			To:	Cul-de-Sac			0 11 101200
				From:	Cul-de-Sac			
1048	0.06	40	R			NA	NA	04/19/200
				To:	36-1047			
\bigcirc	0.10	140	Б	From:	Dead End	N/A	NIA	04/40/202
1049	0.10	140	R			NA	NA	04/19/200
1049	0.25	70	R	From:	36-1046	NA	NA	03/25/200
		, ,	n			INA	INA	00/20/200

					Gloucester Maintenance Area				
Route	Length	AADT	QA	4Tire	Bus	QC K	QK Dir Factor	AAWDT Q	W Year
Gloucester County				From:	36-1051				
(1050)	0.11	310	R		30-1031	NA		NA	04/24/200
				To:	36-616				
\bigcirc	0.00	70	_	From:	Cul-de-Sac	N 1.0		NIA	0.4/0.4/0.00
(1051)	0.08	70	R			NA		NA	04/24/200
	0.29	80	R	From:	36-1050	NA		NA	04/24/200
(1051)	0.20			To:	Dead End O.29 MN 36-1051	1471		14/ (04/24/200
				From:	36-01054(B)/				
1052	0.27	NA			an anni any	NA		NA	
				To: From:	SR-00216(B)/				
(1053)	0.05	NA		r toni.	36-01052(B)/	NA		NA	
1000				To:	Dead End/				
				From:	Dead End/				
1054	0.08	NA		To:	D 15 1/	NA		NA	
				From:	Dead End/				
(1057)	0.15	NA			Cul-de-Sac/	NA		NA	
				To:	SR-00216(B)/				
				From:	Cul-de-Sac/				
1058	0.03	NA		To:	24 01057/DV	NA		NA	
				From:	36-01057(B)/ Cul-de-Sac/				
(1059)	0.05	NA			Cui-de-Sat/	NA		NA	
				To:	36-01057(B)/				
\bigcirc			_	From:	Cul-de-Sac				
(1060)	0.31	180	R	To:	36-616	NA		NA	03/25/200
				From:	36-1045				
1065	0.47	530	R	<u> </u>	30-10-3	NA		NA	03/25/200
				To:	Cul-de-Sac				
\bigcirc	0.05	00	_	From:	Cul-de-Sac	N 1.0		NIA	0.4/4.0/000
1066	0.05	20	R	To:	36-1065	NA		NA	04/19/200
				From:	Cul-de-Sac				
(1067)	0.18	100	R			NA		NA	04/19/200
				To:	36-1065				
	0.18	40	R	From:	36-1070	NA		NA	04/19/200
1068	0.10	40	K	To:	36-1065; 36-1070	INA		INA	04/19/2000
				From:	Cul-de-Sac				
1069	0.08	30	R			NA		NA	04/19/2000
				To:	36-1068				
	0.18	30	R	From:	Cul-de-Sac	NA		NA	04/19/200
1070	0.10	30	IX.	To:	36-1065	INA		IVA	04/19/2000
_				From	Cul-de-Sac				
(1085)	1.14	550	R			NA		NA	04/24/200
				To:	US 17				
(1000)	0.35	150	R	From:	36-1085	NA		NA	04/24/200
(1086)	0.55	100		To:	36-1085	INA		.NA	U-1/2-1/2000
				From:	Dead End				
(1101)	0.11	100	R	_		NA		NA	1996
\sim				To-	36-1103				

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	K I Factor	QK Dir Factor	AAWDT QV	V Year
Gloucester County				From:	36-1103	i			
(1101)	0.20	580	R		30-1103	NA		NA	1996
				To: From:	36-1102	<u> </u>			
(1101)	0.49	1400	R		0.540	NA		NA	1996
				To: From:	36-649				
(1102)	0.70	840	R	rioin.	Dead End	J NA		NA	1996
1102				To-	36-1101	1			
				From:	Dead End				
(1103)	0.15	130	R	To:	36-1101	NA 1		NA	1996
				From:	36-650	1			
(1104)	0.13	110	R		30-030	NA NA		NA	04/30/200
				To:	36-649 WEST				
(1104)	0.60	220	R	From:	36-649 EAST	J NA		NA	04/30/200
1104	0.00	220		To:	36-646	1		147.	04/00/200
				From:	Dead End]			
(1105)	0.25	140	R			NA		NA	04/30/200
				To: From:	36-646]			
1105	0.05	30	R	To	D. IF. I	NA 1		NA	04/30/200
				From:	Dead End	1			
(1106)	0.20	60	R	110	Dead End	J NA		NA	04/30/200
(1100)				To:	36-646	1			
				From:	Dead End				
(1107)	0.12	190	R	т	26.610	NA 1		NA	04/30/200
				To: From:	36-648				
(1110)	0.24	130	R	FIOIII.	36-606	J NA		NA	04/02/200
(1110)	0.2.			To:	Cul-de-Sac	1			0 0
				From:	36-607]			
(1111)	0.21	140	R	т	0.11.0	NA T		NA	04/02/200
				To: From:	Cul-de-Sac	•			
(1112)	0.07	NA		rioin.	36-01110(B)/	J NA		NA	
				To:	Cul-de-Sac/	1			
				From:	Cul-de-Sac				
(1115)	0.11	50	R	To:	27,722	NA 1		NA	04/21/200
				From:	36-633	<u> </u>			
(1116)	0.23	90	R		US 17	J NA		NA	04/02/200
				To:	Cul-de-Sac	1			
				From:	36-1116				
(1117)	0.23	50	R	To:	C-1 1- 0	NA 1		NA	04/02/200
				From:	Cul-de-Sac	<u> </u>			
(1120)	0.11	160	R		Cul-de-Sac	J NA		NA	04/30/200
	<u> </u>			To	36-638	1			
				From:	36-616]			
(1125)	0.14	160	R		0.11.0	NA		NA	04/08/200
				To:	Cul-de-Sac	<u> </u>			
(1126)	0.07	50	R	From:	Cul-de-Sac	J NA		NA	04/08/200
(1126)	0.07		.,	To:	36-1125	1			0 1/ 00/ 200

					Gloucester Maintenance Area			
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	K QK Dir Factor Factor	AAWDT QW	/ Year
Gloucester County				From:	36-616			
(1127)	0.22	210	R		30-010	NA NA	NA	04/08/200
				To	Cul-de-Sac			
				From:	36-1127			
1128	0.05	30	R	To:	Cul da Caa	NA I	NA	04/08/200
				From:	Cul-de-Sac			
(1129)	0.10	50	R		36-1127	I NA	NA	04/08/200
1129				To:	Cul-de-Sac			
				From:	Cul-de-Sac			
1133	0.38	60	R	To:	26 (10	NA I	NA	04/08/200
				From:	36-610			
(1134)	0.16	30	R	FIOIII.	Cul-de-Sac	l NA	NA	04/27/200
(1134)	0.10	•	• • •	To:	36-612	147.		0 11/21/200
				From:	36-612			
1135	0.39	240	R			NA	NA	04/05/200
				To:	Cul-de-Sac			
	0.26	100	R	From:	36-612	NA	NA	04/05/200
1136	0.20	100	K	To	Cul-de-Sac	INA 	INA	04/03/200
				From:	36-610			
1140	0.52	260	R	<u></u>		NA	NA	04/05/200
				To:	Dead End			
\bigcirc			_	From:	Cul-de-Sac			0.110=1000
(1141)	0.21	80	R	To	36-1140	NA I	NA	04/05/200
				From:	36-01146(R)/			
(1145)	0.13	NA			30-01140(K)/	NA NA	NA	
				To:	36-00726(B)/			
				From:	Dead End/			
1146	0.14	NA		To:	26.01145/DV	NA I	NA	
				From:	36-01145(R)/			
(1201)	0.10	40	R	110111.	36-1271	NA NA	NA	04/28/200
(1201)				To:	36-1249 SOUTH			
(1201)	0.11	48	R	From:	30-1247 300 HI	NA NA	NA	04/28/200
				To	0.11 MW 36-1249			
(1201)	0.29	70	R	From:	0.11 1.01. 00 12 12	NA	NA	04/28/200
				To:	36-1249 NORTH			
(1201)	0.45	600	R			NA	NA	1997
				To: From:	36-1257			
(1201)	0.11	1100	R			NA	NA	1997
				To: From:	36-1255			
(1201)	0.09	1400	R	To:	26 1216	NA I	NA	1997
				From:	36-1216			
(1202)	0.06	200	R	enon!	US 17	l NA	NA	03/20/200
1202				To:	24 1200			
(1202)	0.69	1900	F	From: 98%	36-1208 0% 1% 0% 0% 0%	C 0.107 F 0.625	5 2100 F	2003
1202				To	36-1214			
(1202)	0.30	110	R	From:	30-1214	NA	NA	03/20/200
				To:	Dead End			

					Gloud	cester Maintenar									
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Gloucester County				From:		Dead End		ī							
(1203)	0.11	1300	R			Dead Elid				NA			NA		1997
				To		36-1208									
				From:		FR-867									
(1204)	0.04	220	R	To:		36-1208		1		NA			NA		1997
				From:											
1205	0.06	500	R			36-1216				NA			NA		04/28/2003
(1200)				To:		US 17									
(1205)	0.20	300	R	From:		0017				NA			NA		04/28/2003
				To:		Dead End									
\bigcirc				From:		36-1235									
(1206)	0.33	470	R							NA			NA		1997
_				From:		US 17									400=
1206	0.07	1400	R	To:		36-1208		1		NA			NA		1997
				From:		Dead End		1							
(1207)	0.16	130	R	<u> </u>		Dead End				NA			NA		03/20/2000
(120)				To		36-1211									
1207)	0.09	200	R	From:		30-1211				NA			NA		03/20/2000
				To		36-1212 WEST		-							
(1207)	0.20	390	R	From:						NA			NA		03/20/2000
				To:		36-1216									
				From:		Dead End									
(1208)	0.65	3200	R							NA			NA		04/29/2003
_				From:		36-1202									
1208	0.19	2800	F	98% To:	0%	1% 0%	1%	0%	С	0.106	F	0.509	3100	F	2003
				From:		US 17									
(1209)	0.25	190	R	110		36-1227				NA			NA		04/28/2003
(1203)				To:		36-1202									
				From:		Dead End									
(1210)	0.36	780	R	. —						NA			NA		04/28/2003
				To:		36-1202									
(1211)	0.13	60	R	From:		36-1207				NA			NA		04/28/2003
(1211)	0.10	00		To:		36-1213				1471			147.		0-1/20/2000
				From:		Dead End									
1212	0.24	80	R							NA			NA		04/28/2003
				To: From:		36-1207 WEST									
(1212)	0.12	80	R			36-1207 EAST				NA			NA		04/28/2003
(1212)	-			To:		36-1213									
				From:		Dead End									
1213	0.28	70	R							NA			NA		04/28/2003
				From:		36-1212		-							
(1213)	0.13	320	R							NA			NA		04/28/2003
				To:		36-1216									
	0.37	380	R	From:		36-1202		ļ		NA			NA		04/28/2003
(1214)	0.01	550	11	To:		Dead End				14/1			IVA		5-1/20/2000
				From:		36-1227									
(1215)	0.10	100	R							NA			NA		03/20/2000
				To: From:		36-1231									
(1215)	0.05	190	R							NA			NA		03/20/2000
				To:		36-1222									

					Glo	ucester Maintena									
Route	Length	AADT	QA	4Tire	Bus	Tro			\cap	K Factor	QK	Dir Factor	AAWDT	QW	Year
Gloucester County				-						. 4010.					
(1215)	0.03	220	R	From:		36-1222				NA			NA		03/20/2000
	0.09	170	R	To: From:		36-1223				NA			NA		03/20/2000
(1215)	0.09	170	K	To:		36-1202				INA			INA		03/20/2000
				From:		36-1250									
1216	1.78	3400	F	99% To:	0%	1% 0% US 17	0%	0%	С	0.095	F	0.58	3700	F	2003
(1217)	0.02	4300	R	From:		36-1216				NA			NA		1997
				To:		US 17									
\bigcirc				From:		36-1240									
1218	0.30	80	R	To:		US 17		1		NA			NA		1997
				From:		36-1216									
(1219)	0.14	2600	R	<u> </u>		30-1210				NA			NA		1997
				To:		US 17; SR 210	5								
\bigcirc			_	From:		36-1202									
1220	0.14	90	R							NA			NA		03/20/2000
	0.05		_	From:		36-1221				NIA.			NIA		00/00/000
(1220)	0.05	60	R	To:		36-1214				NA			NA		03/20/2000
				From:		36-1202		1							
(1221)	0.09	70	R							NA			NA		03/20/2000
				To:		36-1220									
\bigcirc				From:		36-1215									
1222	0.06	50	R							NA			NA		03/20/2000
	0.00			From:		36-1209									00/00/000
(1222)	0.06	30	R	To:		36-1226				NA			NA		03/20/2000
				From:		36-1239									
1223	0.06	120	R			30-1237				NA			NA		1996
				To		36-1225		1							
1223	0.04	110	R	From:		30 1220				NA			NA		1996
				To:		36-1215									
\bigcirc			_	From:		36-1239									1000
(1224)	0.07	20	R	To:		36-1225		1		NA			NA		1996
				From:		36-1239									
(1225)	0.13	100	R	<u> </u>		30 1237				NA			NA		1996
				To		36-1224									
(1225)	0.07	40	R	From:						NA			NA		1996
				To:		36-1223									
\bigcirc	0.40			From:		36-1227									1000
(1226)	0.13	80	R							NA			NA		1996
	0.12	190	R	From:		36-1222				NA			NA		1996
(1226)	0.12	190	11	To:		36-1202		1		11/			INA		1990
				From:		36-1231									
(1227)	0.06	60	R	<u> </u>						NA			NA		1996
				To- From:		36-1215									
(1227)	0.06	80	R							NA			NA		1996
(1227) (1227) (1227)				To: From:		36-1209									
(1227)	0.06	70	R	_T		24.424				NA			NA		1996
				To:		36-1226									

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	CC K Factor	QK Dir Factor	AAWDT	QW Year
Gloucester County				From:	Dead End	1			
(1228)	0.17	700	R		Deat End	NA		NA	04/28/2003
				To:	36-641				
				From:	36-1214				
1229	0.08	120	R			NA		NA	04/28/200
	0.45			From:	Begin Loop	}		.	
(1229)	0.15	49	R			NA •		NA	04/28/200
	0.00	47	_	From:	36-1230	NIA.		NIA	0.4/20/200
1229	0.06	47	R	To:	End Loop	NA 1		NA	04/28/200
				From:	Dead End	<u>!</u>			
(1230)	0.02	20	R		Dead Lind	NA		NA	04/28/200
				To:	36-1229				
				From:	36-1227				
1231	0.11	90	R	_		NA		NA	1996
				To:	36-1215				
	0.50	620	_	From:	Dead End]		NIA	05/06/2009
1232	0.50	630	R	_		NA •		NA	05/06/200
\bigcirc	0.12	1400	D	From:	36-1252	NA		NΙΛ	05/06/200
1232	0.13	1400	R	To:	36-1216	NA 1		NA	05/06/2003
				From:	Dead End	! 			
(1233)	0.34	130	R		Dead Lind	NA		NA	04/28/2003
				To	36-1216				
				From:	36-645				
(1234)	0.20	150	R	. —		NA 1		NA	04/28/2003
				To:	36-1241				
	0.40	70	_	From:	Dead End]		NIA	4007
1235	0.12	70	R			NA •		NA	1997
\bigcirc	0.07	70		From:	36-1206	N/A		NΙΔ	1007
(1235)	0.07	70	R	To:	Dead End	NA 1		NA	1997
				From:	Cul-de-Sac				
(1236)	0.32	150	R	_	cui de bue	NA		NA	04/30/200
				To:	36-642				
				From:	US 17				
(1237)	0.18	530	R			NA		NA	1997
0				To: From:	36-1248]			
(1237)	0.02	240	R		26.12.17	NA 1		NA	1997
				To:	36-1247				
	0.14	160	R	From:	36-1216	NA		NA	1997
1238	0.14	100	IX.	To:	Dead End]		INA	1991
				From:	36-1208				
(1239)	0.24	160	R			NA		NA	04/28/2003
				To:	36-1202				
\bigcirc				From:	36-1243			_	
1240	0.21	640	R			NA		NA	1997
				From:	36-1218]			
(1240)	0.08	830	R	Tar	Y10.15	NA 1		NA	1997
				To:	US 17	<u> </u>			
	0.16	70	R	From:	Dead End] NA		NA	04/28/2003
(1241)	0.10	10	ĸ	To	36-1234	1 INA		INA	U+/20/20U

					Gloucester Maintenance Area	- CO K OK Dir		
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	()C: ()K	AAWDT QW	Year
Gloucester County				From:	36-1234			
(1241)	0.38	310	R	To:	07.1017	NA	NA	04/28/2003
				From:	36-1216 36-1243 EAST			
1242	0.14	240	R		30-1243 EAST	NA	NA	1997
				To: From:	36-1244 EAST			
1242	0.25	80	R			NA	NA	1997
	0.40	450		From:	36-1244 WEST	NIA	- NA	1007
1242	0.13	150	R		0.101	NA	NA	1997
(1242)	0.07	160	R	From:	36-1245	NA	NA	1997
				To:	36-1243 WEST			
\bigcirc			_	From:	36-1244			
1243	0.12	60	R			NA	NA	1997
(1242)	0.08	250	R	From:	36-1242 WEST	NA	NA	1997
1243	0.00			To:	36-1242 EAST	107	101	1007
(1243)	0.04	540	R	From:	30-12-42 EA31	NA	NA	1997
				To:	36-1240			
\bigcirc	0.06	20	_	From:	36-1242 WEST	NIA	NIA	1007
1244)	0.06	20	R	т	25.42.42	NA	NA	1997
1244)	0.07	47	R	From:	36-1243	NA	NA	1997
1244)				To:	36-1242 EAST			
\sim				From:	Cul-de-Sac			
(1245)	0.03	8	R	To:	36-1242	NA	NA	1997
				From:	Dead End			
(1246)	0.16	150	R		Dena Esta	NA	NA	1997
				To:	36-641			
	0.23	220	R	From	36-1202	NA	NA	1997
(1247)	0.23	220	IX.	To	36-1237	IVA	IN/A	1991
(1247)	0.04	20	R	From:	30-1237	NA	NA	1997
				To:	Dead End			
\bigcirc	0.00	240		From:	36-1237	NIA	NIA	4007
1248	0.23	210	R	To:	Dead End	NA	NA	1997
				From:	36-1201 SOUTH			
1249	0.08	180	R			NA	NA	1997
				From:	36-1270			
1249	0.12	80	R	To:	36-1201 NORTH	NA	NA	1997
				From:	Dead End			
(1250)	0.11	190	R	<u> </u>	Dena Dilu	NA	NA	1997
				To: From:	36-1251			
1250	0.03	360	R			NA	NA	1997
		4000		To: From:	36-1261	N14		100=
(1250)	0.36	1200	R			NA	NA	1997
(1250)	0.02	3000	F	From: 97%	36-1216 0% 2% 0% 0% 0%	C 0.097 F 0.738	3 3300 F	2003
(1250)	0.02	0000	•	To:	US 17	0.730		2000

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC K	QK Dir Factor	AAWDT QV	V Year
Gloucester County						Factor	Factor		
	0.12	470	_	From:	Dead End	NΙΔ		NIA	1997
(1251)	0.12	170	R	To:	36-1250	NA		NA	1997
				From:	Dead End				
(1252)	0.14	440	R		Detta Ena	NA		NA	03/22/2000
				To:	36-1232				
\bigcirc				From:	Dead End				
(1253)	0.01	20	R			NA		NA	04/28/200
	2.24		_	From:	36-641 Gap Terminus				0.4/00/000
1253	0.01	20	R	To:	36-641	NA		NA	04/28/200
				From:	Dead End				
(1254)	0.13	90	R	<u> </u>	Dead End	NA		NA	1997
				To	36-641				
				From:	Cul-de-Sac				
(1255)	0.16	160	R			NA		NA	1997
				To:	36-1201				
	0.06	220	ь.	From:	36-1208	NΙΔ		NIA	04/20/200
1256	0.06	330	R	To:	Dead End	NA		NA	04/28/2003
				From:	36-1201				
(1257)	0.13	100	R		30-1201	NA		NA	1997
				To:	Cul-de-Sac				
				From:	Cul-de-Sac				
(1258)	0.08	70	R	_		NA		NA	03/20/200
				Tn·	36-1207				
	0.03	40	ь	From:	Cul-de-Sac	NΙΔ		NIA	1007
1259	0.03	40	40 R	To:	36-1247	NA		NA	1997
				From:	36-699				
1260	0.17	510	R		30 099	NA		NA	04/28/200
				To:	Begin Loop				
1260	0.43	110	R	From:	Dogin Leep	NA		NA	04/28/200
\bigcup				To	End Loop				
				From:	36-1250				
(1261)	0.04	400	R	To:	26.1262	NA		NA	1997
				From:	36-1262				
4000	0.09	60	R	FIOIII.	Dead End	NA		NA	1997
(1262)	0.00		• • • • • • • • • • • • • • • • • • • •	To	36-1261				1007
(1262)	0.04	170	R	From:	30-1201	NA		NA	1997
1202)				To:	36-1265				
				From:	Cul-de-Sac				
(1263)	0.26	160	R			NA		NA	1997
				To:	36-1201				
	0.32	80	D	From:	36-1260	NA		NA	03/20/2000
1264	0.32	ου	R	To:	Cul-de-Sac	INA		INA	03/20/2000
				From:	36-1262				
(1265)	0.15 90	R	L	JO 1202	NA		NA	1997	
			To	36-1266				-	
				From:	Cul-de-Sac				
1266	0.05		<u> </u>		NA		NA	1997	
			To: From:	36-1267					
1266	0.07	60	R			NA		NA	1997
				To-	36-1265				

Route	Length	ΔΔΩΤ	ΟΛ	4Tire	Gloucester Maintenance AreaTruck Bus 24 Avia 1 Trail 2 Trail	K QK _	Dir AAWDT QW	Year
Gloucester County	Length	ראטו	ųА	71116	2Axle 3+Axle 1Trail 2Trail	Factor F	actor	ı Cal
	0.10			From:	36-1262			400=
(1267)	0.13	100	R	To	36-1266	NA I	NA	1997
				From:	Cul-de-Sac			
1268)	0.03	40	R			NA	NA	1997
				To: From:	36-1267			
(1270)	0.10	120	R	FIOIII.	36-1249	I NA	NA (04/28/2003
(2.79)				To:	36-1271			
\bigcirc	2.42		_	From:	36-1201			
1271)	0.13	80	R	To:	36-1270	NA I	NA (04/28/2003
				From:	36-1201 SOUTH			
1272	0.10	80	R			NA	NA	1997
				To:	36-1201 NORTH			
	0.08	100	R	From:	Cul-de-Sac	NA	NA (05/06/2003
1273	0.00	100		To:	36-1232	INA	NA V	33/00/2003
				From:	Cul-de-Sac			
1274	0.08	90	R	To:	26 1222	NA I	NA (05/06/2003
				From:	36-1232 Cul-de-Sac			
1275	0.12	150	R		Cui-ue-Sac	I NA	NA (04/28/2003
				To:	36-1214			
\bigcirc	0.05		_	From:	Cul-de-Sac			0.4.100.100.00
1276	0.05	40	R	To	36-1275	NA I	NA (04/28/2003
				From:	Cul-de-Sac			
1278	0.13	50	R			NA	NA (04/28/2003
				To:	36-1228			
(1279)	0.10	90	R	From:	Cul-de-Sac	I NA	NA (04/28/2003
(1219)				To:	36-1228]		
<u> </u>				From:	Cul-de-Sac		-	
1280	0.11	70	R	To:	36-641	NA I	NA (04/28/2003
				From:	Cul-de-Sac			
(1285)	0.37	200	R		ou. do bue	NA	NA (03/20/2000
				To:	36-699			
	0.14	60	R	From:	Cul-de-Sac	NA NA	NA (03/20/2000
1286	0.14	00	K	To:	36-1285	INA	INA (J3/20/2000
_				From:	36-1285			
(1287)	0.07	20	R	To:		NA	NA (03/20/2000
				From:	36-1285			
(1288)	0.06	40	R		Cul-de-Sac	I NA	NA (04/28/2003
				To	36-1247			
	0.46	7^	_	From:	36-1247	N/A		0.4/00/2005
(1289)	0.12	70	R	To:	Cul-de-Sac	NA I	NA (04/28/2003
				From:	Cul-de-Sac			
(1290)	0.23	45	R	<u> </u>		NA	NA	1995
	<u> </u>			To:	36-642			
1005	0.10	130	R	From:	36-1297	NA NA	NA (03/22/2000
1295	0.10	130	^	To:	36-1305	19/5	14/4	JUI ZZI ZUUU
				•				

				Gloucester Maintenance Area		_	K OV Dir								
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+Ax			()(;	-actor	QK	Factor	AAWDT	QW	Year
Gloucester County				From:		Dead End	/								
(1296)	0.18	NA				26.042020				NA			NA		
				To: From:		36-01295(B)/	<u> </u>							
(1297)	0.08	70	R			36-1295				NA			NA		03/22/200
				To:		Cul-de-Sac									
	0.11	100	R	From:		Cul-de-Sac				NA			NA		1996
(1300)	0.11	100	K	To:		36-1311				INA			INA		1990
				From:		Dead End									
(1301)	0.23	130	R							NA			NA		03/22/200
	0.07			From:		36-1327				NIA			NIA		02/22/200
(1301)	0.37	620	R	т		26.4202				NA			NA		03/22/200
(1301)	0.39	980	R	From:		36-1302				NA			NA		03/22/200
				To:		US 17									
\bigcirc	2.12	=6.5	_	From:		36-1303									00/00/05
1302	0.40	590	R	To:		36-1301				NA			NA		03/22/2000
				From:		Dead End		1							
1303)	0.70	650	R							NA			NA		05/06/2003
				From:		36-1302									
1303	0.28	1600	R							NA			NA		05/06/2003
	0.55	1100	R	From:		36-1304				NA			NA		05/06/2003
(1303)	0.00	1100		To		0.55 MS 36-1	204			INA			IVA		03/00/200
(1303)	0.65	120	R	From:		0.55 IVIS 50-1	304			NA			NA		05/06/2003
				To:		Dead End									
	0.19	90	R	From:		36-1316 WE	ST			NA			NA		1996
1304	0.19	30	K	To:		26 1216 EAG	OTP.			INA			INA		1990
(1304)	0.08	260	R	From:		36-1316 EAS	51			NA			NA		1996
				To:		36-1318									
(1304)	0.20	480	R	110111.						NA			NA		1996
\bigcirc				From:		36-1319									
1304	0.46	1300	R							NA			NA		1996
(1304)	0.54	3400	F	From: 98%	1%	36-1303 1% 0%	0%	0%	C (0.093	F	0.712	3700	F	2003
(1304)				To:	.,,	US 17		7,0			•	•		•	
\bigcirc				From:		Dead End									
1305	0.60	340	R	To:		36-1304				NA			NA		1996
				From:		Dead End		<u>-</u>							
(1306)	0.41	1400	R							NA			NA		1996
				To:		US 17									
(1307)	0.37	2100	R	From:		36-1303				NA			NA		1996
1307)	0.01		•••	To:		US 17									
			From:		36-1311										
1308	0.25	460	R	_						NA			NA		1996
	0.44	440		To: From:		36-1304				NIA			NI A		1000
1308	0.11	140	R	To:		Dead End				NA			NA		1996

					Gloucester Maintenance Area			
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	K QK E Factor Fa	Dir AAWDT QW ctor	Year
Gloucester County				From:	36-636	1		
1309	0.13	260	R		30-030	I NA	NA	1996
				To	36-1310			
				From:	Dead End			
1310	0.28	230	R			NA	NA	1996
				To: From:	36-1309			
1310)	0.06	200	R			NA	NA	1996
				From:	36-1322]		
1310)	0.21	380	R	To:	36-636	NA I	NA	1996
				From:		<u> </u>		
1311)	0.07	360	R	<u> </u>	36-1314	I NA	NA	1996
1011)				To:	36-1313	1		
1311)	0.02	830	R	From:	30-1313	NA	NA	1996
				To:	36-1308	1		
1311)	0.15	1100	R	From:	50 1500	NA NA	NA	1996
				To:	US 17			
$\overline{}$		_		From:	36-1305			
1312	0.27	310	R			NA	NA	1996
				To: From:	36-1314]		
1312	0.07	90	R			NA	NA	1996
	2.42			From:	36-1313]		4000
1312	0.10	50	R	To:	Dead End	NA 1	NA	1996
				From:				
1313)	0.19	300	R		36-1312	I NA	NA	1996
1010				To:	36-1311]		
				From:	36-1312			
1314	0.19	300	R			NA	NA	1996
				To:	36-1311			
\bigcirc	0.27	400	В	From:	36-636	N/A	NIA	1006
1315)	0.37	100	R	To:	Dead End	NA 1	NA	1996
				From:	36-1304 SOUTH			
1316	0.12	100	R	<u> </u>	30 130 1 500 111	NA	NA	1996
				To: From:	36-1304 NORTH	1		
1316	0.07	150	R	From:		NA	NA	1996
				To: From:	36-1317	 		
1316	0.08	60	R			NA	NA	1996
				To:	Cul-de-Sac			
\bigcirc	2.22			From:	Cul-de-Sac		A1.A	4000
1317	0.06	80	R	To:	36-1316	NA 1	NA	1996
				From:	Cul-de-Sac			
1318)	0.06	20	R		eu-uc-sac	NA	NA	1996
				To	36-1319	1		
1318	0.08	30	R	From:		NA	NA	1996
				To:	36-1304			
				From:	36-1318			
1319	0.25	60	R			NA	NA	1996
_				To: From:	36-1304	 		
1319	0.15	130	R	To:	C.1 J. C	NA 1	NA	1996
				To:	Cul-de-Sac			

		Gloucester Maintenance Area									
Route	Length	AADT	QA	4Tire	BusTruck 2Axle 3+Axle 1Trail 2Trail		QK Dir Factor	AAWDT QW	Year		
Gloucester County											
(1320)	0.14	200	R	From:	Dead End	NA		NA	03/22/2000		
(1320)				To:	36-1321						
(1320)	0.24	420	R	From:	30 1321	NA		NA	03/22/2000		
				To:	36-636						
\bigcirc	0.21	400	_	From:	Cul-de-Sac	NΙΔ		NIA	02/22/2000		
(1321)	0.21	180	R	To:	36-1320	NA		NA	03/22/2000		
				From:	36-1310						
1322	0.08	180	R			NA		NA	03/22/2000		
_				To: From:	36-1323						
(1322)	0.08	NA		_		NA		NA			
				To:	Cul-de-Sac						
(1000)	0.08	50	R	From:	Dead End	NA		NA	03/22/2000		
(1323)	0.00	30	IX	To:	27, 1222	IN/A		IVA	03/22/2000		
(1323)	0.03	20	R	From:	36-1322	NA		NA	03/22/2000		
(1323)				To:	Dead End						
_				From:	Cul-de-Sac						
(1324)	0.09	160	R	_		NA		NA	04/21/2003		
				To:	36-635						
(1005)	0.11	150	R	From:	36-1326	NA		NA	04/21/2003		
(1325)	0.11	150		To	36-632	I WA		IV/A	04/21/2000		
				From:	Dead End						
(1326)	0.11	70	R			NA		NA	04/21/2003		
				To: From:	36-1325						
(1326)	0.14	60	R			NA		NA	04/21/2003		
				To:	Dead End						
(1327)	0.22	340	R	From:	36-1301	NA		NA	05/06/2003		
(1321)	V.22	0.0		To:	Cul-de-Sac	107			00/00/2000		
				From:	Cul-de-Sac						
(1328)	0.11	210	R			NA		NA	05/06/2003		
				To:	36-1327						
	0.18	140	R	From:	36-1328	NA		NA	05/06/2003		
(1329)	0.10	140	IX	To:	Cul-de-Sac	INA		IVA	03/00/2000		
				From:	36-635						
1330	0.20	90	R			NA		NA	04/21/2003		
				To:	Cul-de-Sac						
	0.30	170	R	From:	36-618	NA		NA	04/08/2003		
(1331)	0.30	170	K	To:	Cul-de-Sac	INA		INA	04/00/2003		
				From:	Dead End						
(1332)	0.21	100	R	_		NA		NA	03/22/2000		
				To:	US 17						
\bigcirc	0.45	400		From:	Cul-de-Sac O.15 MN	A I A		NIA.	02/02/0200		
1333	0.15	120	R			NA		NA	03/22/2000		
\bigcap		70		From:	36-1302	NIA		NIA	02/22/2000		
1333	0.11	70	R	To:	Cul-de-Sac	NA		NA	03/22/2000		
				From:	Cul-de-Sac						
(1334)	34) 0.16	140	R			NA		NA	04/17/2003		
				To:	36-631						

					Gloucester Maintenance Area	- K OK D	ir.	
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC Ractor QK Factor Fac	$\Delta \Delta VVIII (1)VV$	Year
Gloucester County				From:	Cul-de-Sac			
(1335)	0.13	60	R			NA	NA	1995
				To:	36-1305			
(1000)	0.09	210	R	From:	36-614	NA	NA	04/24/2003
1336	0.00	2.0		To:	36-1337	14/ (0-1/2-1/2000
(1336)	0.07	60	R	From:	30-1337	NA	NA	04/24/2003
				To:	Cul-de-Sac			
\sim				From:	Dead End			
1337	0.06	48	R			NA	NA	04/24/2003
	0.04	40	R	From:	36-1336	NA	NA	04/24/2003
1337)	0.04	40	K	To:	Dead End	INA	NA.	04/24/2003
				From:	Cul-de-Sac			
1338	0.44	340	R			NA	NA	04/24/2003
				To:	36-614			
(1000)	0.15	130	R	From:	36-633	NA	NA	04/05/2000
1339	0.13	150	IX.	To	Cul-de-Sac	INA	INA	04/03/2000
				From:	Cul-de-Sac			
(1340)	0.20	80	R	_ —		NA	NA	04/21/2003
				To:	36-635			
(1341)	0.16 10	100	R	From:	Cul-de-Sac	NA	NA	04/21/2003
(1341)	0.10	100		To:	36-636	14/4	IVA	04/21/2000
				From:	Cul-de-Sac			
(1342)	0.20	150				NA	NA	04/08/2003
				To:	36-618			
	0.09	60	R	From:	Cul-de-Sac	NA	NA	04/08/2003
1343	0.03	00	IX.	To:	36-1346	INA	IVA	04/00/2003
				From:	36-1346			
1344)	0.09	250	R			NA	NA	04/08/2003
				From:	36-1345			
(1344)	0.09	350	R	To:	26.614	NA	NA	04/08/2003
				From:	36-614			
(1345)	0.12	80	R	r tolli.	Cul-de-Sac	NA	NA	04/08/2003
1040				To:	36-1344			
				From:	Cul-de-Sac			
(1346)	0.10	80	R			NA	NA	04/08/2003
	0.40	440		From:	36-1344			0.4/0.0/0.00
(1346)	0.12	140	R	To:	Dead End	NA	NA	04/08/2003
				From:	36-614			
(1347)	0.16	270	R		30 011	NA	NA	04/08/2003
				To:	Cul-de-Sac			
	2.15	470		From:	36-1347	ALA		04/00/0000
1348	0.15	170	R	To:	Cul-de-Sac	NA	NA	04/08/2003
				From:	Cul-de-Sac			
1349	0.07	30	R			NA	NA	05/06/2003
				To:	36-1303			
	0.00	000	_	From:	36-1351	ALA		05/00/0000
(1350)	0.08	200	R	To:	36-1319	NA	NA	05/06/2003
					JU-1J17			

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	- K Di QC Factor Fac	A A A A A A A A A A A A A A A A A A A	Year
Gloucester County						Factor Fac	.OI	
(1351)	0.09	70	R	From:	Cul-de-Sac O.09 MN	NA	NA (05/06/2003
(1331)				To	36-1350			
(1351)	0.09	110	R	From:	30-1330	NA	NA (05/06/2003
				To	Dead End O.09 MS			
\bigcirc	0.40	400	-	From:	Cul-de-Sac	NIA	NIA	04/04/0004
1355	0.19	120	R	To	36-632	NA	NA (04/21/200
				From:	36-1359			
1356	0.37	210	R			NA	NA (03/22/200
<u> </u>				To:	36-636			
	0.10	70	R	From:	Cul-de-Sac	NIA	NA (03/22/200
1357	0.10	70	ĸ	To	36-1356	NA	NA (J3/22/200
				From:	36-1356			
1358	0.05	40	R			NA	NA (03/22/200
				To:	Cul-de-Sac			
\bigcirc	0.44	200	_	From:	Cul-de-Sac	NIA	NA	02/22/200
1359	0.44	200	R	To:	36-636	NA	NA (03/22/200
				From:	Cul-de-Sac			
(1360)	0.53	460				NA	NA (04/08/200
				To:	36-614			
\bigcirc	0.00	440		From:	Cul-de-Sac	NIA	NIA	0.4/0.0/0.00
(1361)	0.20	110	R	To	36-1360	NA	NA (04/08/200
				From:	Cul-de-Sac			
(1362)	0.07	140	R		ou do out	NA	NA (04/08/200
				To:	36-1360			
\bigcirc	0.45	400	-	From:	36-1304	NIA	NIA	05/00/000
1363	0.15	190	R	To:	Cul-de-Sac	NA	NA (05/06/200
				From:	Cul-de-Sac			
(1364)	0.08	60	R		3.00	NA	NA (05/06/200
				To:	36-1363			
\bigcirc	0.40	00		From:	36-614	NIA	NIA	04/00/000
(1365)	0.12	80	R	To:	Cul-de-Sac	NA	NA (04/08/200
				From:	36-01304(B)/			
1366	0.06	NA				NA	NA	
				To-	Dead End/			
\bigcirc	0.40	400		From:	36-1201			0.4.100.1000.1
1367	0.19	120	R	To:	Cul-de-Sac	NA	NA (04/28/2003
				From:	36-618			
(1370)	0.35	240	R		30 010	NA	NA (04/08/2003
				To:	Cul-de-Sac			
	0.44	400	_	From:	Cul-de-Sac	ALA	NIA	04/04/000
(1375)	0.11	100	R	To:	36-636	NA	NA (04/21/2003
				From:	Cul-de-Sac			
(1380)	0.90	980	R	<u> </u>	Car do Bac	NA	NA (04/21/200
	0.90			To	36-632			
				From:	36-1380 SOUTH			
1381	0.65	710	R	To:	36-1380 NORTH	NA	NA (04/10/2000
					30-1300 NOK1H			

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	- QC K Factor	QK Dir Factor	AAWDT QV	V Year
Gloucester County						1 actor	1 actor		
(1292)	0.09	47	R	From:	Cul-de-Sac	l NA		NA	04/10/2000
(1382)				To	36-1381				0 11 1012000
				From:	Cul-de-Sac				
1383	0.18	140	R	To:	36-1381	NA I		NA	04/10/2000
				From:	36-1381				
1384)	0.24	130	R	<u> </u>	30-1361	NA NA		NA	04/10/2000
<u> </u>				To:	36-1380				
\bigcirc				From:	36-1384				0.11101000
1385	0.05	30	R	To:	Cul-de-Sac	NA I		NA	04/10/200
				From:	36-1387				
(1386)	0.07	280	R	<u> </u>	50 1507	NA		NA	04/10/200
				To:	36-1381				
\bigcirc				From:	Cul-de-Sac				0.1110/000
1387	0.24	100	R			NA		NA	04/10/2000
	0.12	100	R	From:	36-1386	NA		NA	04/21/2003
(1387)	0.12	100	K	To:	Cul-de-Sac	INA		INA	04/21/200
				From:	Cul-de-Sac				
(1388)	0.16	90	R			NA		NA	04/10/2000
				To:	36-1381				
	0.11 10 0	100	R	From:	36-1307	l NA		NA	05/06/2003
(1395)	0.11	100	K	To:	Cul-de-Sac	INA		INA	03/00/200
				From:	Cul-de-Sac				
(1401)	0.11	30	R			NA		NA	04/19/2000
<u> </u>				To: From:	36-1404				
(1401)	0.20	80	R			NA		NA	04/19/200
				To: From:	36-1402				
(1401)	0.09	110	R			NA		NA	04/19/2000
\bigcirc	0.20	200	_	From:	36-1403	NIA		NIA.	04/40/2004
(1401)	0.36	380	R	To:	36-623	NA I		NA	04/19/2000
				From:	Dead End				
(1402)	0.04	20	R			NA		NA	04/19/2000
				To:	36-1401				
\bigcirc	0.07	450	Б	From:	Dead End	NI A		NIA	04/02/202
(1403)	0.37	150	R	To:	36-1401	NA 		NA	04/02/2003
				From:	36-1401				
(1404)	0.09	20	R			NA		NA	04/19/2000
				To	36-1403				<u> </u>
\bigcirc	2.22	4000	_	From:	36-604	***			0.4/07/0000
(1405)	0.23	1900	R			NA		NA	04/27/2000
	0.07	1800	R	From:	36-1406	NA		NA	04/27/2000
(1405)	0.07	1000	Λ.	To	27.1407	INA I		INA	U-1/21/2000
(1405)	0.08	1700	R	From:	36-1407	NA		NA	04/27/2000
1700			To	To:	36-1408			· • • •	
1405	0.09	1300	R	From:	30-1400	NA		NA	04/27/2000
	U.US 1300			To:	36-1415				
(1405)	0.54	1200	R	From:	36-1416	NA NA		NA	04/27/2000
(1405)	0.04	00		To:	Cul-de-Sac	11/-1		14/1	0-11/200C

					Gloucester Maintenance Area				
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trai	K I QC Factor	QK Dir Factor	AAWDT	QW Year
Gloucester County				From:	36-1405	1			
1406	0.04	80	R		30-1403	NA NA		NA	04/27/200
1				To	Cul-de-Sac	1			
				From:	36-1405]			
1407	0.20	140	R			NA NA		NA	04/27/200
				To:	Cul-de-Sac				
	0.27	290	R	From:	Cul-de-Sac			NA	04/27/200
1408	0.27	290	ĸ	_		NA T		INA	04/2//200
	0.16	60	R	From:	36-1405	NA NA		NA	04/27/200
1408	0.10	00	K	To:	Cul-de-Sac	7		INA	04/21/200
				From:	Cul-de-Sac	1			
1409	0.04	70	R	<u> </u>	Car de Sac	NA NA		NA	03/19/200
				To	36-1408	1			
				From:	36-1411]			
1410	0.14	400	R			NA		NA	05/08/200
				To:	36-615				
	0.50	450	_	From:	Dead End			NIA	05/00/00
1411)	0.59	450	R	To:	36-629	NA T		NA	05/08/200
				From:		1			
1113	0 14	0.14 50	R	r roin.	36-680	NA NA		NA	03/19/200
1412	0.11		•••	To:	Cul-de-Sac	1		147 (00/10/200
				From:	Cul-de-Sac				
0.19	180	R	-		NA		NA	03/19/20	
				To	36-1405				
	0.09			From:	36-1405]			
1416		20	R	. —		NA		NA	04/27/200
				To:	Cul-de-Sac				-
	0.00	60	ь	From:	36-1405	_ NA		NIA	04/07/20/
1417)	0.09	60	R	To:	Cul-de-Sac	NA 1		NA	04/27/200
				From:	Cul-de-Sac	1			
1418	0.09	80	R	<u> </u>	Cui-de-Sac	NA NA		NA	03/19/200
				To:	36-1405	1			
				From:	US 17				
1420	0.09	160	R			NA		NA	04/17/200
				To:	Dead End				
\bigcirc				From:	36-1422	J			
1421)	0.39	NA		To	36-1422	NA		NA	
				From:		1			
4400	0.98	110	R	FIOIII.	Begin Loop	NA		NA	03/19/200
1422	0.90	110	IX.			7		INA	03/19/200
1422	0.16	260	R	From:	End Loop	NA		NA	03/19/200
1422)	0.10	200				7		IVA	03/13/200
	0.20	920	R	From:	36-1421	NA		NA	03/19/200
1422)	0.39	320	11	To	36-1405]		INA	00/18/200
				From:	36-1422	i i			
23) 0	0.10	60	R		JU-1744	NA NA		NA	03/19/200
1423				To	Cul-de-Sac	<u> </u>			
				From:	36-1422]			
1424	0.12	70	R			NA		NA	03/19/200
\sim	<u> </u>			To:	Cul-de-Sac				

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	K QK Dir I Pactor QK Factor	AAWDT QW	Year
Gloucester County				From:		i racioi racio		
1425	0.28	150	R	rion.	Cul-de-Sac	NA	NA	04/17/2003
				To: From:	36-1426]		
1425	0.45	650	R	To:	27,700	NA T	NA	04/17/2003
				From:	36-688 Dead End			
1426	0.20	370	R	<u> </u>	Dead Elid	NA NA	NA	04/17/2003
				To: From:	36-1425]		
(1426)	0.36	80	R	To:	Cul-de-Sac	NA T	NA	04/17/2003
				From:	Cul-de-Sac	<u> </u>		
1427	0.22	180	R			NA	NA	04/17/2003
\bigcup				To:	36-1426			
	0.06	49	R	From:	36-1425	NA	NA	04/17/2003
1428	0.00	70		To:	Cul-de-Sac		14/1	04/11/2000
				From:	Cul-de-Sac			
(1429)	0.10	60	R	To	36-1427	NA 1	NA	04/17/2003
				From:	Cul-de-Sac	<u> </u>		
(1430)	0.11	110	R	<u></u>	cui de sue	NA	NA	03/15/2000
				To: From:	36-1431]		
(1430)	0.21	290	R	To	36-605	NA 1	NA	03/15/2000
				From:	Cul-de-Sac			
(1431)	0.07 60	60	R		Cui de Bue	NA	NA	03/15/2000
				To:	36-1430			
(1425)	0.30	220	R	From:	36-604	NA	NA	04/27/2000
(1435)	0.00			To:	Cul-de-Sac	1		0 11/21/2000
				From:	36-614			
(1439)	0.12	80	R	To:	Cul-de-Sac	NA 1	NA	04/03/2000
				From:	Cul-de-Sac			
(1440)	0.12	70	R			NA	NA	04/17/2003
				To:	36-614			
	0.25	210	R	From:	Dead End	NA	NA	03/15/2000
(1442)	0.20	210		To:	36-605]	100	00/10/2000
				From:	36-1507			
(1501)	0.14	110	R			NA	NA	04/24/2000
	0.07			From:	36-1502]	NIA.	04/04/0000
(1501)	0.07	20	R			NA •	NA	04/24/2000
(1501)	0.05	2	R	From:	36-1503	NA	NA	04/24/2000
(1901)	0.00	_		To:	Dead End]		
				From:	36-1501			
(1502)	0.07	130	R	To:	36-656	NA 1	NA	04/24/2000
				From:		1		
1503	0.06	4	R		Dead End	J NA	NA	04/24/2000
				To:	36-1501]		
				From:	36-656	<u></u>		0015777
0.10	0.10	80	R	To	36-1506	NA 1	NA	03/22/2000
					30-1300	1		

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC K QK Dir Factor Factor	AAWDT QV	V Year
Gloucester County				From:	36-1506			
(1505)	0.16	48	R	To	Cul-de-Sac	NA	NA	03/22/2000
				From:	36-656			
(1506)	0.17	40	R		30 000	NA	NA	02/22/2000
				To:	36-1505			
	0.18	30	R	From:	Cul-de-Sac	NA	NA	04/24/2000
1507	0.10	30	K	To:	0.10 ADI Cal da Car	INA	NA.	04/24/2000
(1507)	0.11	60	R	From:	0.18 MN Cul-de-Sac	NA	NA	04/24/2000
				To:	36-1501			
\bigcirc	0.40	450	_	From:	36-700			0.4/0.4/0.00
(1510)	0.12	150	R	To	36-1511	NA	NA	04/24/2000
				From:	Cul-de-Sac			
(1511)	0.23	70	R		Car de Sac	NA	NA	04/24/2000
				To:	Dead End			
\bigcirc	0.52	420	R	From:	36-1521	NA	NA	04/12/2000
(1520)	0.52	420	K	To:	36-602	INA	INA	04/12/2000
				From:	Dead End			
1521)	0.51	90	90 R			NA	NA	04/27/2000
			То	To:	Dead End			
	0.26	130	130 R	From:	Dead End	NA	NA	04/12/2000
1522	0.20	100		To	36-1521	IVA	IN/S	04/12/2000
_				From:	Dead End			
1523	0.28	8 70	R			NA	NA	04/12/2000
				To:	36-1521			
9164)	0.20	40	R	F1.0111	Gloucester High School	NA	NA	04/24/2003
0104)		_		To:	36-615			
\sim				From:	36-615 WEST			
9165	0.20	70	R	To	26 615 PACT	NA	NA	04/24/2003
				From:	36-615 EAST US 17 BUS			
9166)	0.13	190	R		US 17 BUS	NA	NA	05/08/2003
				To:	Botetourt Elem Sch			
\bigcirc			_	From:	SR 216			0.1/0.0/0.00
9167	0.08	100	R	To	Achilles Elem Sch	NA	NA	04/30/2003
				From:	36-629			
9169	0.20	30	R		30 02)	NA	NA	04/24/2003
				To:	Gloucester Int Sch			
\bigcirc	0.07	040	_	From:	36-614	N14		05/45/000/
9178	0.27	840	R	To:	Peasley Middle Sch	NA	NA	05/15/2000
				From:	US 17			
9179	0.17 2 0	200	R			NA	NA	05/15/2000
				To:	Petsworth Elem Sch			
\bigcirc	0.12 30	20	Б	From:	US 17	NIA	NA	04/24/200
(9552)		R	To	Gloucester High Sch	NA	NA	04/24/2003	
				From:	36-1304			
9857	0.11 270	R	<u>-</u>		NA	NA	05/06/2003	
\bigcup				To-	Abingdon Elem Sch			